Monghons weighth.

(ESTABLISHED

NEW SERIES No 4907

晚四十月六年一十三緒光

THE

ESTABLISHED 1880.

Head Office -YOKOHAMA.

Branches and Agencies,

LONDON BANKERS;

PARKS' BANK, LD. THE UNION OF LONDON AND

SMITHS BANK, LD.

HONGKONG BRANCH :-- INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.

On fixed deposits for 12 months at 5 per cent.

THE CHARTERED BANK OF INDIA

AUSTRALIA AND CHINA.

NCORFORATED BY ROYAL CHARTER, 1853.

NTEREST ALLOWED on CURRENT

ACCOUNT at the Rate of 2 per cent. per

On Fixed Deposits for 12 months, 4 per cent

THE

TEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

LONDON BANKERS:

Calcutta

Tsingtan

Messrs, N. M. ROTHSCHILD & SONS,

Union of London and Smiths Bank, Ltd.

DEUTSCHE.BANK (BERLIN), LONDON AGENCY, DIRECTION DER DISCONTO GESELLECHAFT.

DEPOSITS received on terms which may be

learned on application." Every description of

INTEREST allowed on Current Account.

HUGO SUTER,

Sub-Manager.

HEAD OFFICE:-LONDON.

RESERVE LIABILITY OF SHARE-

annum on the Daily Balances.

Hongkong, 18th May, 1905.

er Annum on the Daily Balance.

Hongkong, 23rd May, 1905.

HE LONDON JOINT STOCK BANK, Lb.

NEW YORK.

HONOLULU.

SHANGHAL.

MUKDEN.

CHEFOU.

DALNY.

TAKEO TAKAMICHI,

Manager.

T. P. COCHRANE,

Manager,

Hankow

Tsinanfu

NEWCHWANG.

RESERVE FUND

TOKIO,

LYONS.

BOMBAY.

TIENTSIN.

LONDON.

PEKING.

KOBE.

NAGASAKI.

SAN FRANCISCO.

WEDNESDAY, JULY 26 1905.

三角體

號六十月七英灣香

\$30 PER ANNUM. SINGLE COPY, 10 CENTS.

Banks.

JONGKONG AND SHANGHAI V BANKING CORPORATION. Y OKOHAMA SPECIE BANK, LIMITEQ. RESERVE FUND. Sterling Reserva.....\$10,000,000 } \$18,000,000 Silver Reserve\$ 8,000,000 CAPITAL SUBSCRIEBD Yen 24,000,000 CAPITAL PAID-UP CAPITAL UNCALLED..... RESERVE LIABILITY OF PROPTORS. \$10,000,000

COURT OF DIRECTORS; H. A. W. SLADE, Esq., Chairman. A. HAUPT, Esq., Deputy Chairman. Hon. C. W. Dickson. | H. Schubart, Esq. R. Shellim, Esq. E. Goetz, Eig. G. H. Medhurst, Esq. Hon. R. Shewan. A. J. Raymond, Esq. N. A. Siebs, Esq.

F. Salinger, Esq. CHIEF MANAGER: Hongkong-J. R. M. SMITH. MANAGER:

Shanghai-H. E. R. HUNTER. LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED. HONGKONG-INTEREST ALLOWED; "On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS: For 3 months, 21 per Cent. per Annum. For 6 months, 34 per Cent. per Annum. For 12 months, 4 per Cent. per Annum. I. R. M. SMITH, Chief Manager.

Hongkong, 17th May, 1905. HONGKONG SAVINGS BANK.

"HE Business of the above Bank is conducted by the HONGKONGAND SHANGHAL BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 34 PER

CENT. per annum. Depositors may transfer at their optic balances of \$100 or more to the HONGKONG AN DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Sharghai BANKING CORPORATION, J. R. M. SMITH, Chief Manager. Hongkong, 1st May, 1902.

INTERNATIONAL BANKING CORPORATION. FISCAL AGENTS OF THE UNITED STATES IN CRINA, THE PHILIPPINE ISLANDS AND

THE REPUBLIC OF PANAMA. CAPITAL AND SURPLUS AUTHORISED..........GOLD \$10,000,000 CAPITAL PAID UPGOLD \$ 3,250,000 RESERVE FUNDGOLD \$ 3,250,000

HEAD OFFICE: NEW YORK. LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

LONDON BANKERS: NATIONAL PROVINCIAL BANK OF ENGUAND, LIMITED, Union of London and Smith's Bank, Ltd γ BRITISH LINEN COMPANY BANK.

Branches and Agents all over the THE Corporation transacts every Description of Banking and Exchange Business,

receives Money in Current Account and accepts Fixed Deposits at Rates which may be ascertained on application. CHARLES R. SCOTT, Banking and Exchange business transacted.

JAPAN .

20, Des Verux Road, Hongkong, 26th May, 1905.

[21] * Hongkong, 17th July, 1905.

COALS.

Tientsin

(MITSUI & Co.)

HEAD OFFICE:—I, SURUGA-CHO, TOKYO. LONDON BRANCH:—34, LIME STREET, E.C. HONGKONG BRANCH:-PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombav, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohams, Yokosuka, Nagoya, Osaka, Robe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kushinotsu, Sasebo, Miike, Hakodate, Taipeh, &c. Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and

SOLE PROPRIETORS of the Famous Milke, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasabara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals. * S. MINAMI, Manager, Hongkone,

TONGKONG HIGH-LEVEL TRAM-TI WAYS COMPANY, LIMITED,

IN LIQUIDATION. TIME TABLE. WEEK DAYS.

7.00 a.m. to 7.30 a m. ... Every 30 minutes. 7.30 a.m. to 8.00 a.m. .. Every to minutes. 8.00 a.m. to 8.30 a.m. .. Every 15 minutes. 8.30 a.m. to 9.30 a.m. 1. Every 10 minutes. 9.30 a.m. to 11.00 a.m. ... Every 15 minutes. 11.30 a.m. to 12.45 p.m. ... Every 15 minutes. 12.45 p.m. to 1.15 p.m. ... Every to minutes. 1.15 p.m. to 1.45 p.m. ... Every 15 minutes, 1.45 p.m. to 2.15 p.m. ... Every 10 minutes. 2.15 p.m. to 3.00 p.m. ... Every 15 minutes. 3.30 p.m. to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 8.00 p.m. ... Every to minutes. NIGHT CARS. 8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every balf hour.

SUNDAYS. 8.00 a.m. to 9.00 a.m. ... Every 15 minutes. 9.00 a.m. to 9.30 a.m. ... Every 30 minutes. 9.30 a.m. to 10.30 a.m. ... Every 15 minutes. 10.30 a.m. to 11.00 a.m. ... Every 10 minutes. 12.00 Noon to 1.00 p.m. ... Every 10 minutes, 1.00 p.m. to 5.00 p.m. ... Every 15 minutes. 5.00 p.m. to 200 p.m. ... Every to minutes. 6.00 p.m. to oo p.m. ... Every 15 minutes. 7.00 p.m. to 8.00 p.m. ... Every 10 minutes. NIGHT CARS as on Week Days.

SATURDAYS. Extra cars at 11.30 and 11.45 p.m. SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central. John D. Humphreys & son, S

Liquidators. Hongkong, 18th July, 1905.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS COAL AND PROVISION MER-CHANTS, NAVAL CONTRACTOR! AND GENERAL COMMISSION AGENTS,

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG, SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR LIARTMANN'S RAHTJEN'S GENUINE II COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,

Sole Agents for FERGUSON'S SPECIAL CREAM

P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

REASONABLE PRICES. Hongkopg, 7tq March, 1905. (41 Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAMERS TO SAIL ON REMARKS. About 27th ? Freight and K. A. Peters Passage. (Chusan..... PORT ARTHUR. July 29th, ? See Special; LONDON, &C..... H. W. Kentick, R.N.R... LONDON and ANTWERP VIA FORMOSA About 4th ? Freight and SINGAPORE.

B. W. H. Snow August

COLOMBO and PORT SAID.

Hongkong, 22nd July, 1905.

For Futther Particulars, apply to L. S. LEWIS, Acting Superintendent.

Entimations.

REMOVAL SALE

COMMENCING. 1st August Next.

LANE, CRAWFORD & CO. WILL OFFER FOR ONE MUNTH ONLY THEIR STOCK IN TRADE (WITH. EXCEPTION OF WINES, SPIRITS AND GROCERIES), COMPRISING: GENTLEMEN'S OUTFITTING AND TAILORING GOODS, HATS, BOOTS, UNDERWEAR, SHIRTS, &c.

LADIES' HATS, COSTUMES, ETC., CHINA AND G ASSWARE, DINNER SETS, TOILET SETS.

-Every Description of ELECTRO-PLATED HOUSEHOLD AND COOKING UTENSILS, CUFLERY ENAMELLED WARE AND GENERAL HARDWARE, LAMPS, FENDERS, BRASSES, &c.

FURNISHING DEPARTMENT. BEDSTEADS, SPRING MATTRESSES, BEDDING, CARPETS, RUGS, CURTAINS; CRETONNES, TABLECOVERS, HOUSEHOLD LINEN, TOWELS, &c. :

PIANOS and MUSICAL INSTRUMENTS, THE WHOLE OF THE ABOVE WILL BE OFFERED AT A REDUCTION OF 20 PER CENT. FROM THE USUAL PRICES (FOR CASH ONLY). LANE, CRAWFORD & CO. Hongkong, July 24th, 1905.

CALDBECK, MACGREGOR & CO.



WINE AND SPIRIT MERCHANTS. 15, QUEEN'S ROAD.

Telephone

Hongkong, 4th July, 1905.

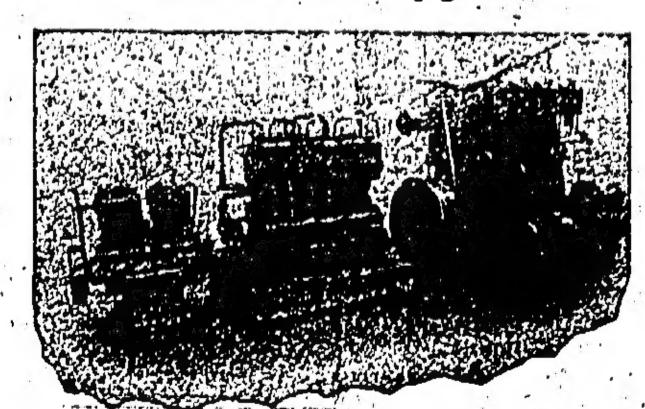
ESTABLISHED 1864.

E. C. WILKS & Co., CONSULTING MARINE & ELECTRICAL ENGINEERS, SURVEYORS, ETC.

SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED.

AGENTS FOR THORNYCROFT'S MOTORS AND MOTOR LAUNCHES. RACING AND CRUISING.

OUR MOTORS For Reliability, Workmanship, Durability, Lightness. Estimates cheerfully given.



OUR PROPELLERS Are fitted to the Principal Racing Launches in Europe.

Designed and Finished for Highest Efficiency.

Agencies :- GENERAL ELECTRIC Co.

W. H. Allen & Son's, Engineers, Bedford.

H. W. John's Canadian Aspestos Goods.

Cable Address: "MARINEWORK," Hongkong Telephone No. 358.

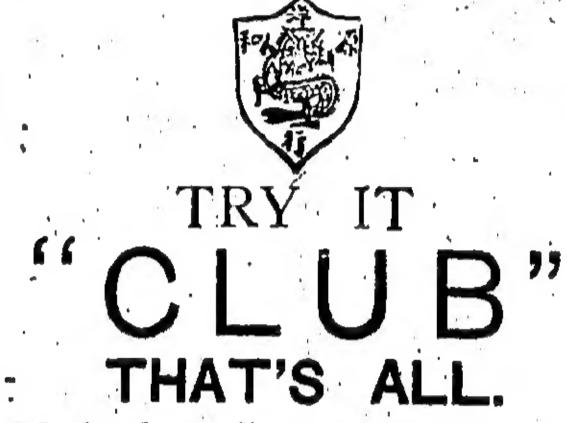
Hongkong, 1st February, 1905.

12. Beaconsfield Arcade, Hongkong.

Intimations.

Boyrll is bottled energy.

> In the most enervating climates BOVRIL gives vigour and nervous force.



Pronounced the best Scotch Whisky at the price on the Market.

Per Dozen

Hongkong, 22nd June, 1905.

H. PRICE & CO. 12, QUEEN'S ROAD.

SUPPLIES.

17, QUEEN'S ROAD.

Hongkong, 15th May, 1905.

Potels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights:

Hongkong, 7th February, 1905.

A. F. DAVIES, Acting Manager.

FOR HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE KOWLOON

VICTORIA HOTEL, SHAMEEN, UANTON,

MACAO HOTEL. MACAO, CHINA,

ON THE BRITISH CONCESSION.

Hongkong, and July, 1000.

IN THE CENTRE OF THE PRAIA GRANDE.

DOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS. WM. FARMER, Proprietor,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the MANAGER.

Telegraphic

FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the BANKS.

PRINCIPAL OFFICES and in the MAIN STREET. Large and Lofty Rooms, Elegantly Furnished.

Hydraulic Elevator, Hot and Cold Water Baths and Shower Baths. Flush Water Lavatories. Excellent Cuisine and Wines. Under European Management.

Launch Service for Guests. Hongkong, 16th June, 1905.

[28

Telephone,

No. 170,

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S.	" HONAM,"	tons	,	Captain	H.	D. Jones.		٠	
11	" POWAN,"	1	********	٦ 11	G.	F. Morrison,	R.N.R.		
	"FATSHAN,"2,260				R.	D. Thomas.	•		
	" HANKOW," 3,073				C.	V. Lloyd.	14	4	
	" KINSHAN,"1,995		•		J.	J. Lossius.			

Departures from Hongkong to Canton daily, at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted), Departures from CANTON to HONOKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"219 tons Captain T. Hamlin. This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

	S.S.	"SAINAM,"588	tons	Captain	W. A.	Valentine.
'		" NANNING,"569				

One of the above steamers leaves Canton-for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Mahrling, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures, from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8,30 A.M.

> FARES:-Canton to Wuchow......Single \$15.00. Return \$25.00. Canton to Tak Hing Single \$12.50. Return \$21.00. Canton to Samshui......Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra-

Further particulars may be obtained at the Office of the-

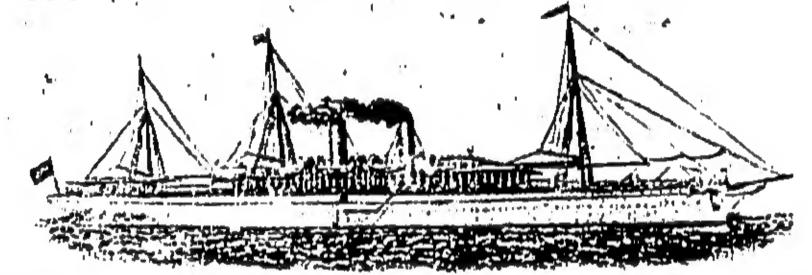
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkoug, 1st July, 1905.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. (CALLING AT SHANGHAL NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) SAVING 3 TO 7 DAYS ACROSS THE PACIFIC. PROPOSED SAILINGS FROM HONGKONG .- (SUBJECT TO ALTERATION). Tons, Commanders. Sailing Dates. Steamers.

R.M.S. "EMPRESS OF CHINA" ... 6,000 ... R. Archibald, R.N.R., WEDNESDAY, and Aug. "EMPRESS OF INDIA",...6,000...E. Beetham, R.N.R....WEDNESDAY, 23rd Aug. "TARTAR"
"A,425...W. Davison, R.N.R...WEDNESDAY, 13th Sept.
"EMPRESS OF JAPAN"...6,000...H. Pybus, R.N.R....WEDNESDAY, 20th Sept. Hongkong to London, intermediate on-Steamers, and 1st Class Rail

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN-COUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate " Passengers only at Inter-

mediate rates, affording superior accommodation for that class. Passengers Booked through to all principal points and AROUND THE WORLD, SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Itates of Freight and Passage, D. E. BROWN, General Agent, apply to Hongkong, 12th July, 1905 o, Pedder's Street.

HAMBURG-AMERIKA OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to Antwerp, Amsterdam, Rotterdam, Copenhagen, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

FROIDSE	SUBJECT TO ALTERATION		
STEAMERS.	DESTINATIONS.	SAILING DATES.	
ACILIA}	HAVRE and HAMBURG. Calling at S'PORE, PENANG & COLOMBO).	} 2nd August. }	Freight.
SPEZIA	HAVRE and HAMBURG.	l'ann income l	Freight.
SAMBIA 7 F	HAVRE, BREMEN and HAMBURG. Calling at S'PORE, PENANG & COLOMBO).	Laure Annual]	Freight.
RHENANIA *)	HAVRE and HAMBURG. Calling at S'PORE, PENANG & COLOMBO).	I Ash Same 1	Freight and Passengers.
SCANDIA *)	HAVRE and HAMBURG.	} zoth Sept. }	Freight and Passengers.
SILESIA *	HAVRE and HAMBURG. Calling at S'PORE, PENANG & COLOMBO).	} 4th October.	
VANDALIA	NEW YORK VIA SUEZ, ith liberty to call at the Malabar coast.	about begin- ning of Oct.	a soikner
* Special attention of in	tending Passengers is drawn, to the sp	landid accommo	dation of this

steamer. Saloon and cabins amidships. Lighted throughout by Electricity. Duly qualified Doctor and Stowardesses are carried. For further Particulars, apply to

Hongkong, 20th July, 1905

HAMBURG-AMERIKA LINIE, HONOKONO OFFICE. No i Oneen's Buildings.

NOMA, TATTOOER

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution, My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources. Hongkong, 16th November, 1904.

Mails.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADRN. SUEZ, PORT SAID, NAPLES, GENOA ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS: LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON.

AND SOUTH AMERICAN PORTS; Steemers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

M.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia. PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

٠		
,	STEAMERS.	SAILING DATES.
	SCHARNHORST	WEDNESDAY. 2nd August.
	PRINZ HEINRICH	WEDNESDAY, 16th August.
	PRINT RITEL FRIEDRICH	WEDNESDAY, toth August.
٠	PREUSSEN	WEDNESDAY, 13th September.
	ROON	WEDNESDAY, 27th September.
	RAVERN	WEDNESDAT. HID OCIODER
	7 F F F W	
	PRINTESS ACICE	"" MEDIAPODAT OU MOVEMBET
	SACHSEN	, IN COMEDIANT, 2200 MOTOMOCE.
	PRINZ PRCRNT LIIITPOLD	\V&DN&5DAY, om December, .
	PRINZ HEINRICH	WEDNESDAY, 20th December.
		- H

N WEDNESDAY, the 2nd day of August, 1905, at Noon, the Steamship SCHARN-HORST, Captain L. Maas, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 31st July, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 1st August, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 1st August. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.40 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

7	(Subject to alteration).	
STEAMERS.	TONS. SAILING DATES.	. •
PRINZ SIGISMUND	TUESDAY, 22nd August.	
WILLEHAD	TUESDAY, 19th September.	
PRINZ WALDEMAR	TUESDAY, 17th October.	٠

ON TUESDAY, the sand August, 1905, at Noon, the Steamship PRINZ SIGISMUND, Captain D. Lenz, with Mails, Passengers and Jargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

BAILINGS OUTWARDS. & AUSTRALIAN SERVICE. DIRECT FOR YOKOHAMA AND KOBE.

(REACHING YOKOHAMA IN LESS THAN SIX DAYS.)

STRAMERS YOKOHAMA & KOBEPRINZ SIGISMUNDTUESDAY, 1st August. SHANGHAI, NAGASAKI, PRINZ EITEL FRIEDRICH. WEDNESDAY, 2nd August. KOBE & YOKOHAMA

SHANGHAI, NAGASAKI, PREUSSEN......WEDNESDAY, 16th August. NORDDEUTSCHER LLOYD.

AGENTS.

For further Particulars, apply to MELCHERS & CO.,

Hongkong, 26th July, 1905.

HONGKONG-KONGMOON-KAUKONG LINE. S.S. "TAK HING" and S.S. "HONGKONG." SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). THE ROUND TRIP OCCUPIES 36 HOURS. THE steamers pass through the silk producing districts, and afford a splendid opportunity

for passengers to see the Southern part of the Canton delta.

HONGKONG-WUCHOW LINE. S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS. THE steamers sail from Hongkong to Samshut, Shuthing, Takhing and Wuchow. They pass through the Canton dolta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip\$30 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. Messrs. BUTTERFIELD & SWIRE, For further information, apply to-WEST RIVER BRITISH S.S. CO.,

Hongkong, 5th July, 1905

CHINA-JAPAN

REGULAR FOUR-WEEKLY SERVICE JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
BOGOZ	JAVA	Second half	JAPAN VIA SHANGHAI	First half August
TJIPANAS	JAPAN	Second half	JAVA PORTS	. First half August
TJIMAHI	JAVA	Second half August	JAPAN VIA SHANGHAI	Second half August
TJILATJAP	Japan	Second half August	JAVA PORTS	Second half August

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading. For Particulars of Freight and Passage, suply to

THE HEAD AGENCY OF THE

Hongkong.

1713

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375, ALEXANDRA BUILDINGS, 3rd Floor. Hongkong, 21st July, 1905.

Mentistry.

Dr. M. H. OHAUN, THE LATEST METHOD AMERICAN SYSTEM OF DENTISTRY

TSIN TING. LATEST METHODS OF DENTISTRY STUDIO AT NO. 14, D'AGUILAR STREET.

37. DES VOUX ROAD CENTRAL: From the University of Pennsylvania, U.S.A. Hongkony, 22nd July, 1905.

REASONABLE FEES. Consultation Free. Hongkong, joth July, 1904.

Intimations.

INES. THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blooks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work. and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw. Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed. -

The cost of Docking, and repair work, will be found to compare favourably we that of any port in the world.

Telephone: Nos. 376, 506, or 681

Telegrams, "Dook, Yokohama," Codes A. B. C. 4th and 5th Edt. A. 1, and Watkins. Liebers, Sscott Yokohama, May a3rd, 1905.

THE ORIENTAL CONSTRUCTION COMPANY. CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS. HONGKONG, SHANGHAI AND MANILA.

SPECIALISTS

RAILWAYS, MINES, WATER SUPPLIES.

REINFORCED CONCRETE, CONCRETE PILE

ALEXANDRA BUILDINGS, Hongkong.

Hongkong, 12th July, 1905.

EYES

"MINIMAX"

FIRE EXTINGUISHER.

MINIMAX SYNDICATE. LIMITED. LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN

F. BLACKHEAD &

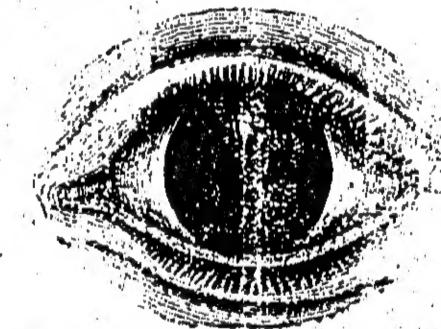
LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus. NO PUMPS. NO HOSE. AUTOMATIC. Extinguishes Oil, Vamish, Kerosine Oil, Tar, Benzine. Guaranteed to remain in working order for any length of time, SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet. IMPORTANT POINTS FOR CONSIDERATION.

Requires only one hand to hold. Can be used by anyone, even lady, or child.

Maximum of simplicity and effect. Minimum of Price, Weight and Size. Hongkony, toth M y, 1905.



RIGHT

THE PADOUS TRAD THOSE

OPHTHALMIC OPTICIAN. 10. D'AGUILAR STREET, HONGKONG. One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right,

Spectacles for all requirements. All kinds of Repairs. Lenses Ground Ask, or write, for Illustrated Bookiet on "Defective Sight"-free. CALCUTTA: SHANGHAL. 59, Bentinck Street. 566. Nanking Road. 21, John Street, Bedford Row, W.C. Hongkong, 24th March, 1904.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sund sy excepted, to receive and deliver perishable goods,

WM. PARLANE, 14s use Shaving becomes a pleasure. It is manufactured in Sheffield, England, from a Manager Hongkong, 22nd June, 1905.

MEE CHEUNG. PHOTOGRAPHER,

TOP FLOOR OF ICE House

teett ur Kond. S now in a position, in his. Nev. and de modious Premises, to eclipse, a hererate

ALLPHOTOGRAPHIC ART PRACTICE in the Colony or in any part of the Par E 14" GROUPS AND VIEWS

A speciality. Unngkang, and Sentember (*08

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER, 41 & 43 QUEEN'S ROAD CENTRAL, TOP FLOOR

DORTRAITS, GROUPS and ENLAR. GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS OM HAND. PRICE VERY MODERATE.

Hongkong, 18th September, 1993.

ever produced. Will be mailed to any address on receipt of the price (\$2), post free. To be obtained from THE MUTUAL STORES. WATKINS, LIMITED, and all first-class stores in the Colony. Sole Agents for Far East, HOWARD & Co.,

WEIGHT LESS THAN BOUNCES

THIS DWARF RAZOR has superseded

special amalgam of steel which makes imitaion impossible, and in consequence it enjoys

the largest sale of any Razor in the World. Thousands of Testimonials testify that the

little "MAB" is the finest shaving implement

the old fashioned clumsy Razor and by

29. Das Vœux Road, Central, Hongkong, Agents wanted in every port. For particulars and terms, apply to-HOWARD & Co. Hongkong, 24th November, 1904.

CAFL WEISMANN.

THE Public are invited to pay a visit to TIFFIN ROOMS.

The only place of its kind in Hongkong,

A VERITABLE FAIRY LAND, REAL GERMAN FASS BEER ON

DRAUGHT.

Entrance-NO. 1A, WYNDHAM STREET,

Hongkong, 22nd April, 1905.

Intimation.

LIMITED.

-ALEXANDRA BUILDINGS.-

Des Varux Road.

LADIES' DEPARTMENT

NEW

LACE COLLARS.

INEN DRILL DUCK

MOTOR TAMS

LAUNCH & PICNIC WEAR.

TRIMMED and

UNTRIMMED

in large variety.

FINE STOCK

WHITE CANVAS,

WHITE KID,

BROWN GLACE WALKING SHOES.

Also

WHITE AND

Moderate Prices.

HONGKONG,

Jongkong, 20th July, 1905,

Intimations.

THE HONGKONG, CANTON AND MACAO STEAMBUAT COMPANY, LIMITED.

NOTICE TO SHARBHOLDERS. THE SEVENTY-EIGHTH ORDINAR HALF-YEARLY MEETING SHAREHOLDERS in the Company will be held at the Office of the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 15th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of

Accounts, declaring a Dividend and electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 1st to 15th August both days inclusive.

By Order of the Board of Directors, T. ARNOLD.

Secretary. Hongkong, 22nd July, 1905. THE HONGKONG AND KOWLOON

WHARF AND GODOWN CO.

LIMITED. NOTICE TO SHAREHOLDERS.

N INTERIM DIVIDEND at the rate of 5 per cent. (Two Dollars and a Half per Share) for the six months ending 30th June, 1905, will be paid on application to those persons who are registered as Shareholders in the above Company on the 26th July, 1905. The TRANSFER BOOKS of the Company

will be CLOSED from the 24th to the July, both days inclusive. EDWARD OSBORNE,

Secretary. Hongkong, 20th July, 1905.

HONGKONG ICE COMPANY, LIMITED.

NOTICE,

N accordance with the Provisions of No. 104 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1905, of FOUR DOLLARS per Share.

DIVIDEND WARRANTS may be obtained | carrying with him plenty of work, intending to on application at the Office of the Company on and after WEDNESDAY, the 2nd August. . The TRANSFER, BOOKS of the Company will be CLOSED from the 24th to 31st inst.,

both days inclusive. JARDINE, MATHESON & Co., General Managers.

Hongkong, 18th July, 1905. THE HONGKONG LAND INVESTMENT

AND AGENCY COMPANY, LIMITED. A NINTERIM DIVIDEND of \$3.50 per Share for six months ending 30th June, 1905, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 27th instant, (both days inclusive).

By Order of the Board of Directors, A. SHELTON HOOPEP,

Secretary. Hongkong, 11th July, 1905.

THE WEST POINT BUILDING COMPANY, LIMITED.

A N INTERIM DIVIDEND of One Dollar and Seventy-five Cents per Share for six months ending 30th June, 1905, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 27th instant, (both days inclusive).

By Order of the Board of Directors, A. SHELTON HOOPER. Secretary to the Hongkong Land Investment and Agency Co., Ld., Ceneral Agents for the West Point Build-

ing Co., Ld. Hongkong, 11th July, 1905.

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS. No. 76.

PRECAUTIONS TO BE OBSERVED WHILE DREEGING OPERATIONS ARE IN PROGRESS AT THE WHAMPOA BARRIER.

OTICE is hereby given that the Dredger "CANTON RIVER" will commence work on the North side of the channel through the WHAMPOA BARRIER on the 24th inst. Vessels using the Front Reach approach to Canton are required to observe the precautions contained in Notice to Mariners No. 74 of the 28th June last.

Dredger from which a Red Flag is flown, J. HOWELL MAY, Harbour Master.

Approved: F. J. MAYERS, Acting Commissioner of Customs. Custom House, Canton, 22nd July, 1905.

THE NEW TRENCH REMEDY THERAPION MARK

This successful and highly popular remedy, used is the Continental Hospitals by Ricord, Rostan, Johnst, Velpess ing others, combines all the deligerate to be sought in

medicine of the kind, and surpasses everything hitherte

THERAPION NO. In a restably short time, of an always only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, branchitls, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION NO. 2 for imples of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, gout, rheumation, and all diseases for which it has been too much a fashion to employ mercury, sareaparilla, &c., to the destruction of

and all diseases for which it has been too much a fashion to employ mercury, saraaparilla, see, to the destruction of sufferers treth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisoned a matter from the body.

The ERAPION NO. 3 persons exhaustion, impaired a tall ty, a explessness, and all the distressing consequences of early error, excess, residence in hot, unhealthy climates, he. It possesses surprising power in restoring aircraft hand vigor to the debilitated.

THERAPION is sold by the principal enterthint i throughout the world. Price in England s/o & s/o. In ordering, onto which of the three numbers is required, and observe above Trade Mark, which is a factimile of word "Therapion" as it appears on the Heltish (invertment Stamp (in white letters on a red ground) affixed to every parkness by order of His Majesty's Hon. Commissioners, and without which it is a forgery,

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila.

THE LAIK KEV. A. G. JONES.

The Rev. A. G. Jones, whose sad death through the fall of a temple on Taishan, was announced in our issue of the 18th inst, was the senior missionary in Shantung of the English Baptist Missionary Society. He was born in Ireland and had been in China some 28 years, having arrived to be Dr. Timothy Richard's only. colleague at the beginning of the great famine in North China. When Dr. Richard went to distribute famine relief in Shansi, Mr. Jones was left alone in charge of the work at Chingchoufu, having then been only some nine months in the country. He lived to see the little church of 60 grow to a membership of over 4,000, and largely through his efforts the staff of the Mission was dincreased to fourteen or fifteen men. At the beginning of his missionary career he was engaged a great deal in evangelistic work and personally opened up new districts, but for many years past his main strength was put into theological teaching. No missionary was ever more entirely devoted to his work. Large powers of mind; wide experience of men; deep reading in foreign and Chinese literature; unusual organising ability, with a remarkably devout and earnest spiritual life; made him a missionary of uncommon power. Not by years alone, but by force of character, experience and wisdom, he was leader in the Mission. If he were less known than he deserved to be away from his own district, it | FROM HAMBURG, BREMEN, ROTTERwas because he always preferred hard work at home to running, about and talking; but all who met him knew that he was an uncommon type of man, and those who knew him most intimately admired him most and trusted him He sacrificed large business interests in

England that he might stay and work in China. Mrs. Jones, with his only son, went to England in the spring to attend to the education of their two daughters already there. Mr. Jones left Chingchoulu about a month ago spend the summer in Taishan, preparing for the press the theological work on which he had already been engaged some years. Though he was under six'y years of age and seemed to have long years of work before him, those who have seen his carnest unresting life of toil and self-sacrifice, cannot but feel more of thank fulness than of regret—thankfulness for a noble life, well spent to the very end. --

Nothing is here for tears, nothing to wail Or knock the breast no weakness, no con-

Dispraise or blame; nothing but well and And what may quiet in a death so noble.

-N. C. D. Pews.

E.M.S. GQLD MINING:

OUTPUT IN 1904.

The following is from the report on the F.M.S. Mining Department for 1904, by M Dykes, the Warden of Mines :-

The total amount of gold exported amounted to 20,157 ounces, valued at, roughly, £30,600 The amount obtained from actual crushings

was as follows :-"Tons crushed. Ounces."

Negri Sembilan 2,189

14,814 58,399 In addition to this amount 146 punces, were won from alluvial workings and 2,115 ounces

from 11,350 tone of tailing by the cyanide date they cannot be recognised. The output from the chief mines in Pahang

and Negri Sembilan was as follows :-Tons crushed. Ounces. Raub Australian Malaysian Company

Kechau Syndicate Kechau Gold Fields Batu Bersawah

58,399 14,814 PAHANG.

The Raub Australian Company's Bukst Keman shaft is now down to 455 ft, and the bottom levels have been driven at 440 ft. The stone at this level carries very little gold however. An arrangement was entered into with the Government by this company for sinking a deep shaft to 1,500 ft. I regret to say that the company have, since driving on the 440 ft. level at Bukit Koman, come to the conclusion that it i inadvisable to incur any further expenditure on sinking this joint shaft. The Malaysian Com-Vessels should not pass on that side of the pany's mine at Bukit Malacca was taken over by the Raub Australian Company during the year. On this property the Malaysian Company had sunk a new shaft to a depth of 150 ft. This company started to work alluvial gold at Sepan, near Budu, and laid down a fine bydraulic installation. The results of their operations were most unsatisfactory, and they have since stop ped work and removed their plant. The Selln [770] sing Company have done no work on their land with the exception of treating tailings. These are now finished and no work at all is being done. The Penjom Company stopped work entirely during the year and their concession has reverted to the State, Kechau Gold Fields and the Kechau Syndicate to wards the close of the year decided to amalgamate, and these properties will be worked by the Kechau Gold Fields. The number of labourers employed by all the companies at the mines was roughly 900.

NEGRI SEMBILAN. The Batu Bersawah Company have sunk a new main shaft to 156 ft. and further sinking will be proceeded with when the new machinery is erected. The company have during the year worked under considerable difficulties owing to the fact that they have been unable to keep the old shaft dry and at the same time wind stone. The year 1905 will see a great step in the further development of this property and from past results the prospects are hopeful. to be left in the Godowas, where they will be The labour force employed is about 259.

With the exception of a few ounces of alluvial gold from Perak, that State and Selangor are non-producers. The year under review, as far as Pahang is concerned, is the gloomlest one for years. The Government have done their best to assist the industry as far as possible. Kechan Gold, Fields with Government assistance is developing two lodes and erecting machinery with a view to exploitation at the deeper level. It is to be hoped that the gloom of 1904 will be removed by satisfactory develop-[B | ment in 1905.

Consignees.

S.S. "SYDNEY." COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

ONSIGNEES of Cargo from London, ox s.s: Dordogne and Charenie, and from Bordonux, ex .s.s. Ville de Valencienne and Cambrai, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co.: Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless, intimation is received from the Consignees before Noon TO-DAY, requesting it to be Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed

after 31st July, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the jist July, or they will not be recognised. All damaged packages will be examined on

MONDAY, the 31st July, at 3 P.M. No Fire Insurance has been effected. G. DE CHAMPEAUX,

Hongkong, 74th July, 1905.

DAM, ANTWERP, PENANG AND SINGAPORE. THE H. A. L. Steamship

"SAMBIA," Captain Lucning, having arrived from the above Ports, Consigness of Cargo are hereby requested to send in their Bills of Lading for countersignature, by the Undersigned and to take immediate delivery of their goods from

Optional Cargo will be forwarded unless notice to the contrary be given before TO-

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharfand Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which iale they cannot be recognised. No Claims will be admitted after the Goodshave left the Godowns, and all Goods remaining undelivered after the 31st instant will be

subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st instant, at 3 P.M.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 24th July, 1908, FROM NEW YORK.

THE H. A. L. Steamship

"VANDALIA,"

Captain Hagen, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from

Optional Cargo will be forwarded unless notice to the contrary be given before TO-

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Codown Co., Limited, and stored at Consignees' risk and expense. All Claims must be presented within ten days of the steamer's arrival here after which

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the gist instant will be subject

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 31st instant, at 3 P.M. No Fire Insurance has been effected,

HAMBURG-AMERIKA LINIE Hongkong Office.

Hongkong, 24th July, 1905, NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE. THE Steamship

"CATHERINE APCAR," aving arrived from the above Ports, Consignees Cargo are hereby informed that their Goods

will be delivered from alongside, Cargo impeding the discharge will be landed at once, at Consignees' risk and expense. Cargo remaining on board after 4 P.M. f the 26th instant, will be landed at Consignees' risk and expense into the Godowns

of the Hongkong and Kowloon Wharf and Godown Co., Limited. Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and

DAVID SASSOON & Co., LIMITED, Hongkong, 24th July, 1905.

AMERICAN AND ORIENTAL LINE. NOTICE TO CONSIGNEES.

S. S. "COULSDON," FROM NEW YORK.

ONSIGNEES of Cargo by the above. named Vessel are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Whatf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

examined on the 28th July, at 3 P.M. No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 28th July, will be subject

All broken, chafed, and damaged Goods are

All Claims against the Steamer must be presented to the Undersigned on or before the 30th July, or they will not be recognised. No Fire Insurance will be effected, Bills of Lading will be countersigned by

ARNHOLD KARBERG & Co. Agents,

Hopgkong, 22nd July, 1905.

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by 🦠 PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

FRIDAY, the 28th July, 1905, at 11 A.M., at their Sales Rooms, No. 8, Des Vœux Road, corner of Ice House Street, SUNDRY

HOUSEHOLD FURNITURE

A LARGE ASSORTMENT OF

ENAMELLED WARE GOODS. TERMS :- 4s usual. HUGHES & HOUGH,

Auctioneers. Hongkong, 25th July, 1905.

Insurance.

NORTH GERMAN FIRE INSUR ANCE COMPANY OF HAMBURG

T'HE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong 28th May, 1895.

Wotel.

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES

ELECTRIC FANS TO ORDER IN EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON, Hongkong, roth May 1904,

Intimations.

STREET INDEX. SECOND EDITION,

REVISED UP TO DATE, ARTHUR CHAPMAN, Government Assessor.

Now in print and will be published in August. Orders should be sent early to THE GOVERNMENT ASSESSOR,

The Treasury; NORONHA & COMPANY, Government Printers.

Hongkong, 18th July, 1905. BAY VIEW HOUSE.

CITUATED at the most Charming Part of Macao's Famous Heach, has just

benefit of Hongkong Visitors, who travel to this Delightful Resort. BATHING PARTIES, and indeed every Holiday Seeker on pleasure bent, will find all their wants supplied at BAY VIEW

been opened for the public and for the

MORNING TEAS, BREAKFASTS, TIFFINS, AFTERNOON TEAS, and DINNERS can be supplied to any number at the shortest notice, and at the most

reasonable prices. On SUNDAYS Meals served a la carte from II A.M. to 9 P.M. Only the Finest Brands of WINES and Gum

LIQUEURS will be kept in stock. LIGHT REFRESHMENTS of every description, including Ices, may be had at the lowest prices. After one trial of the fancy fare at BAY

to Hongkong. TELEGRAPHIC ADDRESS: "BAYVIEW, MACAO.".

Macao, 7th June, 1905.

VIEW HOUSE, you will be loth to return

A WONDERFUL DISCOVERY. This is the age of research and experiment, when all nature, so to speak, is ransacked by the scientific for the comfort and happiness of man science has indeed made front strides during the past century, and among the -by no means least important discoveries in medicine comes that of Therspion, particulars of which will be found in another discoveries in medicins comes that of Theraploy, particulars of which will be found in another column. This preparation is unquestionably one of the mort genuine and reliable Patent Medicines everintroduced, and has, we understand, been used in the Continental Hospitals by Ricord, Rostan, Joheri. Veipeau, Malsoonsawe, the well-known Cliascalgrae, and indeed by all these who are regarded as authorities in such matters, including the celebrated Lallemand, and Roux, by whom it was some time since uniformly adopted, and that it is worthy the attention of those who requires uch a remedy we think there is no doubt. From the time of Aristotle downwards, a potent agent in the removal of these diseases has (like the famed philescher's atone) been the object of search of some hopeful generous minds; and far beyond the mere power—If such could ever have been discovered—of its single generous minds; and far beyond the mere power—If such could ever have been discovered—of its single energies of the commitmed was in the one rase, and in the other so effectually, speedily and safely to expel from the system without the ald, or even the knowledge, of a second party, the posons of acquired or inherited disease in all thely protess forms as to leave no tales or trace behind, such is The New French Remedy Theraplon, which may critainly rank with, if not take precedence of, many of the discoveries of our day, about which no little ostentation and noise have been made, and the extensive and ever-increasing demand that has been created for this medicing wherever introduced appears to prove that it is destined to east into oblivion all those questionable remedies that were formerly the sole reliance of medical men, Theraphoremy be obtained in England. At., China, Japan, &c., not even excluding such remote districts as Crutral Africa, the Fiji Islands. &t. Helens, &c.—Diamed Fields Aperilar Kimperley

Sold by A. S. WATSON & Co., Ltd.,

Lemons

Red Currant Lime

Lime Juice Cordial ... \$8 p. c 1 doz. \$1 p. bot.

Hirano, " Peacock "...... Couzan, Source Bertrand...(60bottles) 18.00

BARRETTO & Co.,

Nos, 22 & 24, Bank Buildings, Queen's Road Central

Hongkong, 14th July, 1905.

THE TRADE MARKS ORDINANCE, APPLICATION FOR REGISTRATION OF TRADE MARK.

Untima ions.

NTOTICE is hereby given that HERBERT VON MEISTER, of Hoechst-on-main, Germany, has on the 20th day of May, 1905, applied for the Registration, in Hongkong, in the REGISTER OF TRADE MARKS, of the

following Trade Marks -1.-The representation of a Cash and on the Cash a Lion with a Shield and on the Shield the letters M. L. & B. and on another part of the Cash the Chinese characters 坑耳唯替法 being the Chinese firm name of the Applicant and the Chinese for AI pure.

2.-Six Trade Marks as a series consisting of the Representation of a Lion with a Shield bearing the letters M. L. & B. and having one or more Stars according to the quality of the

in the name of FARBWERKE VORM MEISTER LUCIUS AND BRUNING, who claim to be the proprietors thereof,

The Trade Mark has been used by the

applicants in respect of the following goods:-Mineral Dyes in Class One. Facsimiles of the Trade Marks can be seen at the Office of the Colonial Secretary of

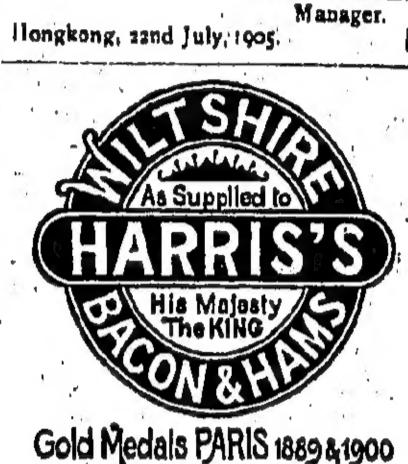
Hongkong. Dated the 25th day of May, 1905. DENNYS & BOWLEY,

Solicitors for the Applicants. NOTICE.

IMPERIAL BANK OF CHINA.

THE HONGKONG BRANCH of this Bank will be CLOSED on and after 1st August next.

CREDITORS are requested to send in their CLAIMS promptly. By Order of the Directors, E. W. RUTTER,



(2 Brand

HARRIS, CALNEWILTS England Representatives for Hongkong & China, HOWARD & Co. 50, Queen's Road Central,

Hongkong.

THE WINE GROWERS

Hongkong, 19th May, 1905.



BARRETTO & Co

General Agents, Hongkong.

SYRUPS.

Grenadine ... Raspberry ... p.c.qts. p.c.pts. p.bt.q. p.bt.p. \$15.00 \$17.00 \$1.50 \$0.75

Vinegar

MINERAL WATERS.

..............p. c. 4 doz. \$5.00

Vichy, Source St. Louis ... (50 ,,) 20.00

Agents;

Hongkong, China and Manile.



WATSON & CO., LIMITED.

WATSONS

VERY OLD LIQUEUR

SCOTCH

WHISKY

THIS CELEBRATED BLEND THE TINEST WHISKIES

IN SCOTLAND IS CHARACTERISED BY ITS FINE FLAVOU

MELLOWNESS

ATTAINED ONLY BY GENUINE

"AND "

GREAT

Per Dozen \$16.50.

WATSON & Co.

LIMPTED,

WINE AND SPIRIT MERCHANTS

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841. Hongkong, 22nd July, 1905.

\$16.00

WILL BUY A: CASE

GREGOR & CO.'S

IMPERIAL

HIGHLAND

WHISKY.

NOT ONE OF THE BEST,

BEST THE

34, QUEEN'S ROAD CENTRAL.

Hongkong, 15th June, 1905.

DEATH.

On the 20th July, at Shanghai, the beloved wife of E. THEIS, of Shanghai, aged 20. R. I. P.

Che Mongkong Celegraph

HONGKONG, WEDNESDAY, JULY 26, 1905.

LOCAL AND GENERAL.

ANOTHER shock of earthquake was felt at Macao yesterday afternoon, between 4 and o'clock, much to the discomfiture of the residents there.

BANISHED only on the 25th of May last for a period of five years, Li Yau, alias Li Fuk, ventured to return to this Colony, but it was a fatal step, for no sooner was he observed landing than he was recognized by a vigitant minion of the law, and was once again before the Court, when Mr. G. N. Orme this morning sentenced him to 12 months hard labour, six hours' exposure in the stocks, and to be babished again on the expiration of his sentence.

CHAU KWAI, YAI, shroff at No. 1, Shelley, Street, thought he would get a cheap ride in the tramcar, by evading payment of the legal fare. He boarded a car in Des Voux Road and purchased a ticket to Kennedy Town, but when he arrived for his ticket he showed an old used one. That ride was about the most expensive he, probably, ever had or ever will take in this Colony for when he faced Mr. F. A. Hazeland this morning on the charge of evading payment of

A RUTFIANLY looking youth of the genus "loafer" was found loitering about the outside of ivo. 4 Water Street, West Point, in the early hours of this morning, by an alert lukong who immediately started to investigate the reason for the loafer's, presence in the streets at that hour of the day. The reason was not far to seek, for in his hand he grasped a "thieving stick," that is a bamboo with- two iron prongs fitted to the end, which is used for the purpose of committing thefts through the windows o houses, the prongs being bent to an angle o 45 degrees. The delinquent was placed before Mr. F. A. Hazeland this morning, and looked astounded at learning that he was to go to imprisonment with hard labour for three months, to sit for six hours in the stocks outside No. 3 Water Street, and at the end-of the three months to be banished.

ANOTHER very successful evening fell to Sandow's share yesterday, a very large audience turning up to witness the wrestling competitions which were an immense success, and brought out some remarkable local talent from the military, three men, all from the Royal Engineers, carrying off the gold, silver and bronze medals respectively, to the huge delight of their comrades, of whom there were vast numbers present. To night is Viceregal night, His Excellency the Governor, Sir Matthew Nathan, having signified his intention of being present, and as it is also the last night of the Sandow season, some special There will be further wrestling competitions to-night in which last night's winners will again take part, and Mr. J. A. S. Alves, the well-known athlete, will try conclusions for the "Sandow Gold Medal," which should be a very interest-

In the Summary Court this afternoon, before his Honour Mr. A. G. Wise, Puisne Judge, Mrs. Caroline Schmidt, carrying on business as a gunsmith at Nos. 5 and 6, Beaconsfield Arcade, sued a gentleman for the sum of \$82 for goods sold and delivered to him. Defendant admitted the purchase and receipt of the goods, but said he had paids the money Plaintiff denied that the money was paid. Defendant said he gave the money to a friend of his, to pay it to Mrs. Schmidt, and got a receipt for the money from him. His Honour: Where is that receipt? Defendant: It is so long ago, I have lost it. His Honour said it was clear the money was due to plaintiff and it was equally clear that defendant had not paid her. There must be a decree for plaintiff with costs. Mr. Master, of Messis, Johnson, Stokes and Master, appeared for the plaintiff.

> CHINESE COMMERCIAL REPRESENTATIVE.

PETED IN HONGKONG.

To night; at the Connaught Hotel, a big Chinese dinner party will be given in honour of Mr. Wong I Tong, the Chinese Commercial representative, who has just arrived here from Pekin to look into local commercial conditions in this Colony, before proceeding into the interior of China and investigating matters pertaining to the commerce of the provinces. The hotel has been gaily decorated, under the superintendence of the manager, Mr. F. Bishop, with festoons of evergreens and flowers, and the "flags of all nations." The hotel having so recently been re-painted and refurnished affords an excellent place for these functions, while the manager is ever indefatigable in looking after the welfare and catering to the comfort of his guests. Covers have been laid for 84 diners in all, and the private dining-room has been turned into a perfect arbour for the occasion, while a band stationed in the south verandah will add the charm of music to the proceedings.

WATER POLO. .

SHIELD COMPETITION.

The fixtures for the Water Polo Shield com-

petition are: Friday, '28th July, V. R. C. (B. team) v. Royal Hongkong Yacht Club. Monday, 31st July, V. R. C. (C. team) v. 87

Co. R. G. A. The other teams, V. R. C. (A team) and 83rd Co., R. G. A., have not yet fixed a date for [33-1] playing.

JUNK BAY.

BAD WEATHER ANCHORAGE.

With reference to the shipmasters' petition regarding Junk Bay being used as an anchor age, the following correspondence has taken

Chamber of Commerce, toth July, 1925.

Sir,-As a result of the prosecution of Capt. Olsen of the Norwegian steamer Oscur II., for anchoring in Junk Bay, my Committee have received letters from several masters of steamers trading in and out of Hongkong, pointing out the great hardships that will ensue if Junk Bay be closed as a temporary anchorage. I beg to enclose copies of these letters. It has been pointed out that Junk Bay, has been used for a great number of years as a safe anchorage for vessels making the port of Hongkong and arriving after dark. vessels have to remain at sea all night, standing off and on rather than, accept the hazard attendant upon, entering the port after dark, or during bad weather the risk incurred is increased very considerably, as the dangers of a voyage are generally greatest when a vessel is in the vicinity of land. The extra consumption of coal would be considerable whilst a steamer was cruising about outside and most of it would be saved if the steamer were lying at anchor with banked fires. In the reasons advanced for the leniency shown. foggy and bad weather it would be a great' towards Mr. Ruegenberg's assaitant, at Kennedy Town he remained in the car for hardship if vessels were compelled to remain an anchorage and refuge.

My Committee would most respectfully urge the Government to consider whether it would not be possible to adopt such measures as would allow the prohibition to vessels to anhis legal fare, His Worship said "\$15 or one | choring in Junk Bay to be removed .- I have, etc., J. E. BINGHAM,

> Secretary, 4-Hon, F. H. May, C M.G., Colonial Secretary.

The Government Gazette of the 21st instan contains a notification that Junk Bay has been added to the list of authorised anchorages.

> Colonial Secretary's Office, 18th July, 1905.

Sir,-I am directed to acknowledge the receipt of your letter with enclosures of the 10th inst, on the subject of vessels anchoring in Junk Bay, and to inform you that this Government has for some time past had under con sideration the desirability of declaring this Bay a Post of the Colony.

adequate supervision of these waters, and notification declaring Junk Bay to be a port under the provisions of Section 2t of the Merchant Shipping Consolidation Ordinance, 1899. will be published in the next issue of the Government Gazette.- 1 have, etc.,

F. H. MAY. Secretary, Chamber of Commerce.

CORRESPONDENCE.

We do not precessarily endorse the opinions expressed Correspondents in this columnil

To the Europe of the "Hongross Telegraph," DEAR SIR,-Cannot anything be done stop the intolerable nuisar ce of the "enthusiast he his worth at the bugle, to the great annoy. House Street?

I would recommend him to go to the Happy Valley for his daily practice, but even there h might disturb the peaceful slumbers of those sleeping their last sleep !

Enclosing my card,-I remain, etc.,

Hongkong, July 26th, 1905.

FEROCIOUS DOGS. A PUBLIC MENACE

ORDERED TO HE DESTROYED.

This morning before Mr. F. A. Hazeland, resident of Kowloon was summoned for allowing vicious and ferocous dogs to be at large, to the public danger. Li Yeng, painter, said that on the 20th inst., at four o'clock in the evening, he was carrying some things along Robinson Road. he passed defendant's door, the dog rushed out barking, and then ran at complainant and bit Joichi, presiding, and Judges Oka Hachi and him in the thigh. Complainant did not touch | Sekiguchi Eikichi. the dog or do anything to it. He went to hospital, and was de ained one day for treatment. The wound was painful till yesterday, of Mr. Ruegenberg at Osaka, who was stabbed but betterto-day. Kwong Nan, another painter, in the back by a coolie and subsequently left corroborated last witness, and added that the the country, we mentioned that after a slight dog came out of No. 33 Mosque Junction and punishment had been imposed upon the mis- for several hundred miles in a northerly direcbit the complainant. That was the residence | creant and Mr. Ruegenberg had recovered from of the defendant, and he knew that the dog! the injury, the feeling against him on the part belonged to defendant. He went with the of the gang of coolies concerned was more constable and pointed out the dog at the de- virulent than before. Cur information was that homes of those ex-convicts who are condemned fendant's house.

witness as to his pointing out the dog at de- the service of the (saka Gas Company, and ing themselves purely by farming, and in many endant's house, and said he had the dog "the efforts made to appeare the coolies alremoved to the station to be placed under Veterinary Surgeon's observation. Lung Hoi, a house boy, said that on the 15th inst. he was bitten by a dog which came out of No. 33 Mosque Junction. The dog was a black dog. Witness was walking along Robinson Road at the time, and did not in any pany, has not offered these people any bribe way molest the dog.

Evidence was given that the dogs belonged to defendant in whose names the licences were taken out.

The police had received several letters from residents in the locality complaining of the danger and menace these dogs were to the

alleged bitings took place, and the dogs were not ferocious: His Worship: Will you allow the police to

Defendant. Alright. His Worship said he was satisfied that the dogs were a danger and a menace to the public at large, and instructed Inspector Gourlay, who was in charge of the case, to see that the dogs were destroyed, and report the fact to His Worship. Meantime he would consider hi

take away the dogs and destroy them?

THE TART PARTY

DUE HONGKONG 13TH AUGUST. The P. M. S. S. Co.'s s.s. Maschuria, with the Congressional Party including Secretary of War Taft, and Miss Alice Roosevelt, on board, will leave Yokohama to-morrow, the 27th, and

is due in Hongkong on or about the 13th THE OSAKA STABBING CASE.

REASONS OF THE COURT.

Considerable attention was aroused some weeks, ago, says at the Japan Chronicle, by the sentence passed upon a coolie named Kato Chojiro, who stabbed Mr. Ruegenberg, the assistant engineer of the Osaka Gas Company, the knife narrowly escaping a vital part. For this crime the coolie was sentenced to unprisonment for a term of fifteen days with labour. The sentence appeared lenient when contrasted with the offence, and seems to have encouraged the coolies to continue their menaces 'against Mr. . Ruegenberg, who, after receiving many threats, was compelled to leave the country, and has now returned to America. In view of this latter circumstance we have applied for and obtained a copy of the judicial decision given, with a view of learning

the return journey. When asked for the money at sea outside because Junk Bay was closed as I summing up the facts of the case quoted in the decision of the preliminary examination, points out that in the preceedings of the public trial most men have grown up filled with prejudices the prisoner admitted that he had injured Mr. Ruegenberg, but pleaded that he had no intention of committing the crime and that the act had been done in a fit of temporary insanity into which he was driven by extreme anger at the sight of his benefactor, one Morita Hiroji, lying prostrate and unconscious. [This was, the man whom Mr. Ruegenberg knocked down when was set upon by the coolies.] The prisoner, however, made a statement in the first preliminary examination to the effect that he was exceedingly angry to hear that his benefactor had been rendered unconscious and drew a knife he always carried with him and cut at Ruegenberg, but that he had no intention of commit ting fruider. From this statement, says the judgement, it is evident that the prisoner attacked Ruegenberg with the intention of assaulting him, in order to avenge the rough treatment received by his benefactor. The Arrangements have now been made for the lifacts of the case mentioned are sufficiently, established from further evidence,-namely, the statement of Yukota Chukichi in the preliminary examination that he was surprised to see Morita knocked down and attempted to stop Ruegenberg, who was about to bent Morita again, when Kato (the prisoner) rushed up and stabbed Ruegenberg in the back; the statement of Ruegenberg that he was surrounded and beaten by a large number of workmen, and seizing a piece of wood (naruta) lying near was defending himself against his assailants when he was stabbed by a man unknown in the back, and that he has recovered from his wound and enabled to attend his office from May 8th, but the wound was not yet entirely. healed; the medical report of Dr. Otani regard- | joined their exiled hunbands with their children. who chooses the busiest part of the morning to | ing the injury of Ruegenberg, in which the give us a display of his ability to blow for all | doctor declared that the wound made it necessary for Ruegenberg to give up his work for a ance of everybody in the neighbourhood of Ice | formight; and, finally, the blood-stained knife, which was seized.

In considering the law, the Court finds that the action of the prisoner comes under Clause 2 of Article 301 of the Criminal Code, but as extenuating circumstances exist in the the case in lavour of the prisoner (the Court does not distinctly mention what these are), the penalty prescribed in the Article in question will be commuted by two degress, in accordance with Articles 89 and 90 of the Criminal Code. The Court therefore orders that the accused be imprisoned for fifteen days with

hard labour. We may add that Article 301 provides that a person who shall have assaulted and injured another, causing him to be sick or incapacitated for work for over 20 days, is liable to imprison. liment from one to three years. In case the duration of sickness or incapacity for work is less than 20 days, imprisonment ranges from one month to one year.

The judgment is signed by Judges Makino

In a subsequent issue, the same journal remarked: Recently, in referring to the case it was plainly indicated that Mr. Ruegenberg's to remain in the island. These settlers lead Lance Sergeant Willis corroborated the last life was in danger if he continued to remain in a primitive and precarious existence, supporttogether failed, even monetary compensation lies. for the imprisonment suffered being rejected as a solatium while Mr. Ruegenberg remained ed island is an interesting subject for spealive." With reference to the latter statement, Mr. Carroll Miller, Vice-President of the Comwhatever, nor has the Company ever thought of dealing with them in any way outside of the law. We are sorry if our remarks gave a wrong impression, and gladly make the correc-

tion, though we think a close perusal of the article in question will show that a "correction ! public, and requesting that they be destroyed, is hardly necessary, as we did not suggest that Defendant said he was not at home when the the Gas Company had attempted to deal with the coolies independently after the law had taken its course. We learn, further, that Mi Ruegenberg would have remained in Osaka regardless of the apparent personal danger but, on account of the antagonism which so unfortunately seemed to have been aroused against him, he concluded that he could not accomplish his work properly against such odds; hence his departure for America, where he will occupy a position with one of the companies managed by the same parties that are decision, and adjourned the case for one week. I interested in the Osaka Gas Company,

SAGUALIEN'S FUTURE.

It is generally believed that the Japanese will meet with little opposition in taking complete possession of Saghalien. The large force that has been landed on the island probably far exceeds the strength of the Russian garrison, and at the present moment the latter will have to exert itself to the utmost to keep in check the thousands of desperate convicts and exconvicts doomed to stay on the island, to whom' the knowledge of the Japanese invasion will open a way for freedom-an opportunity that will readily be taken advantage of by menwhose position could not under any .circumstances be much worse than it is at present. The future of the Japanese in their new ter-

ritory appears to be of the most promising

character. Awaiting development is an island

nearly six hundred miles long whose resources have been entirely neglected by the Russians, during fifty years of occupation; and yet during this time the Russian Government has been spending annually several millions of roubles for the support of an unprofitable convict system, involving the employment of hundreds of officials who apparently in the course of years descend to the moral level of those it is their duty to control. - The history of Saghalien under the Russian occupation is a depressing one of profitless enterprise. A description of the beauties of the country and the life led by its miscrable inhabitants is a contrast that cannot We find that the judgement, after briefly readily be forgotten. A good deal that is fanciful may have been written in the past about | have in full working order at Wada Point, the Russian penal system, with the result that regarding the life of the convict in Russia, in Siberia, and Sughalien, but after the early misconceptions do not place to anything much brighter with the knowledge of the island acquired in later years. The vast solitudes in northern Siberia used as convict settlements, where life under the most considerate rule must be a perpetual punishment, still remain to convince us of the awful fate of the political offender, mos frequently a man of refinement; the island of Saghalien we still know as the home of the murderer, and all desperate characters. Russia began in the fifties to transport her criminal classes to this island, and the subsequent history is one befitting the character of the inhabitants. As the convict settlements grew the natives of the island and other Asiatic dwellers, such as the Tinos, Orochons, Gilyaks, and Buriats, withdrew gradually to the north and east, this movement being influenced not by the mere fact of the convict settlement, in the vicinity, but by the constant escape of prisoners, who, armed and absolutely lawless. rouned the woods and became a terror to natives and officials alike. The records of the island give frequent examples of these escapes and of organised bands of outlaws who long defied the Russian soldiery.

At the present time the convict population of the island is made up of nearly 6,000 hardlabour convicts, to oco released convicts and exiles, and 10,000 exiled peasants. These exiles having served their time as convicts are allowed to settle in the island as peasants and farmers, but must not leave it. In ad dition there are some, 2,000 wives who have numbering 10,000 in all. This is a pitiable page in Saghalien's history. It was the policy of the Russian Government to settle the island with Russians, and to accomplish this exile-set tlers were allowed to be joined by their kith and kin from home. The most interesting feature of i-ussia's occupation, apart from her convict system, is the work that has been done in making the island habitable. This consists of the most primitive sort of road-making, and the poor farming undertakings of the exile-settiers. In order to facilitate transport in the island two "roads" have been constructed, for the greater part nothing more than clearings through dense forest. The chief of these, which was finished in 1898, goes north from Korankovsk nearly the whole length of the island and was made by convict labour. It is merely a rough cutting that is barely usable in the summer, but in the long winter season is an invaluable sledge route. Along the whole way is the telegraph, by the guidance of which the traveller, necessarily an adventurous person armed and prepared for any surprise from the adjoining forests, runs no risk of losing his way The conditions of travel along these roads is very entertainingly described by Lieutenant Hawes in his recently published book, "In the Uttermost East," a work giving a full account of present-day Saghalien. The favourite means o transport on the island in summer is along the sea shore, the sands for the most part being firm and strong, while the principal river running tion forms a valuable highway through the centre of the island. At intervals along these highways are exile settlements, or villages, the cases they are assisted by their wives and fami-What Japan will do with this rich, undevelop-

culation. Beyond primitive coal-mine work? ings at Due, a coaling station on the east coast, the Russians appear to have done absolutely nothing to extract the minerals of the country. A good deal of private barter goes on with the natives for sable and other furs, which in itself is capable of being developed into a large and profitable industry; the fisheries are most valuable; and finally, the mountain ridge which runs nearly the whole length of the island is clothed from end to end in virgin forest, representing a mine of wealth to a nation such as the Japanese, and hiding from view the riches of the earth, of which, however, little appears to be known. Development is a gradual process, but in the coming years Japan will doubtless go far to recoup herself in the possession of Saghalien for her present enormous outlay. -Japan Chronicle.

MR. M. Ikeda, of Saga, has bought the British steamer Tagliaferro and another vessel, and renamed them the Kyushu-maru and Chugoku. mare respectively,

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE. THE TAFT PARTY

IN JAPAN.

[From Our Own Correspondent.] Shanghai, 26th July, 1905,

U. S. Secretary of War Taft, with he Congressional larty, arrived at Yokohama yesterday. The visitors were accorded a cordial reception amidst enthusiastic demonstrations.

Mr. Tast was given an audience and will to-day have luncheon, with' certain members of his party, with the Emperor.

THE MITSU BISHI YARD AT

ARRIVAL OF NEW FLOATING DOCK.

In a few months' time the Mitsu Bishi will Kobe, a new dockyard, equipped for dealing with all branches of ship repairing work. The fact that new and additional works of this description are to be established is satisfactory evidence of the activity of the shipping trade generally, and particularly of the shipbuilding and repairing trade, of which Kobe has a very large share. The Mitsu Bishi now occupy a tract of land near the extremity of Wada toint, several acres in extent, and here there are at present in course of erection general office buildings and machine shop buildings. Projecting from the land a breakwater pier of solid masonry has been constructed, enclosing a small harbour, in which now lies the new floating dock recently built by the company at Nagasaki and which arrived at Kobe on the tzth instant.

The passage by sea of this big strucure was accomplished with great satisfaction to the builders. Before the "vessel" left Nagasaki care was taken to ascertain the weather prospects from the meteorological authorities, and at regular intervals on the voyage round Kyushu those responsible were in communication with the shore so that the deck could put into a safe harbour in case of necessity. Although these precautions were taken the floating dock proved a steady craft at sea, and it is at sted that the vessel towing her rolled much more than did the dock itself, which reached Kobe in good condition and was at once moored in its final position within the breakwater. The dock will be ready for workin about a fortnight.

Floating docks are still something of a novelty to the general public. There are not many in existence, and at the present moment the largest ever built is on its way across the l'acific o the Philippines. The appearance of the new Mitsu Bishi structure is difficult to describe in general terms, but technically the dock consists of six huge rectangular pontoons which are bolted together; down the centre of the raft so formed run the wood keel blocks to be seen in an ordinary dry dock; and on either side of the pontoons rise two walls, similar to the sides of an ordinary dock. The foregoing is a skeleton outline of the dock. The walls, to revert again to technicalities, are stiffened" internally by longitudinal and transverse girders, and a series of braced framings. which give the sides of the dock the strength that is necessary. Each wall is 385 feet long. running from end to end of the dock, and the length over all of the dock is 413 feet, enabling it to accommodate a steamer of 445 feet in ... length of from five to seven thousand tons. The extreme breadth of the dock is 85 feet width of entrance between roller fenders 60 feet; and draught of water over 4 feet; keel blocks 22 feet. The depth of water necessary at the dock's moorings to allow of free operation is 35 feet, as the dock will have to be sunk 22 feet above the keel blocks in order to "take on "the largest steamer it is capable of -> lifting, namely about 7,000 tons. At first it was designed to take 6,000 tuns, but the designers, Messrs. Clark and : tandfield of London, recommended that its power should be increased and it is now capable of dealing with any Japanese merchant steamer, The process of docking a steamer takes

about two hours. A valve house is erect. ed on one of the walls and by opening the valves of twenty-four watertight compartments the vessel can be made to sink to any depth not exceeding. twenty-two feet. When sunk the walls of the dock are only about four feet above water. ' In this position the steamer to be docked, which is lying "end on," is hauled in over the keel blocks by two 20-ton steel capstans. When in position, the water from the airtight compartments is pumped out by six powerful Allen pumps and the dock with its burden is gradually raised, this process taking about two hours. The pumping machinery occupies only one of the walls; on the op; osite side are one or two 20-ton travelling cranes which will be of service in a variety of ways in docking a . steamer. Both walls are connected by a flying, gangway which can also be used as a crane. A staff of only seven men, engineers and firemen, is required to work the dock itself, but the operation of docking a steamer requires about ahundred coolies.

The managing engineer of the new yard is Mr. Shiota, who says the dock will be completed and ready for work in about a fortnight. Building operations are in progress; all over the yard at present, however, and it will be some months before everything is in working order.- Japan Chronicle.

SHIPPING AND MAILS.

MAILS DUE. Indian (Namsang) 30th inst. Australian (Talyuan) 3181 inst. German (Prinz Sigismund) 31st inst. American (Dorle) 1st prox. German (Scharnhorst) 1st prox. German (Prinz Bitel Friedrich) 1st prox

which lest here on Thursday, p.m., arrived at Singapore on Tuesday, at 11 p.m. Santage 125 The C. P. R. Co.'s s.s. Empress of India left Vancouver on 24th inst. p m, on Monday, for Hongkong via the usual Ports of Calling The H. A. L. s.s. Ambria from Hamburg A left Moji for this port on 22nd inst, a.m., and may be expected here on arth last, a million

The Imperial German Mail s.s. Sathsen

Renter's.

The Approaching Dissolution of Parliament.

LONDON, 24th July. The papers are full of surmises and conjectures concerning the date of a dissolution. but nothing is known for certain and there is no further development of the crisis.

The Liberal papers vehemently protest against the argument that foreign politics make resignation unadvisable.

The Government is not resigning.

A debate in the House of Commons unexpectedly terminated in the 'Government's motion of an adjournment being carried without a division, amid derisive Government laughter and cheers.

The Fourth Test Match.

The fourth test match has commenced The weather was fine and 20,000 people were present; the wicket was good.

England made 352 for 6 wickets, including Hayward 82, and Jackson not out, 103.

Gubernatorial Appointments.

General Sir Forestier Walker has been appointed Governor of Gibraltar and Lord Chelmsford Governor of Queensland.

> [N. C. D. News.] PEACE.

The Japanese Flenipotentiary.

Tokio, 21st july,

Baron Komura reached Port Townsend in Puget Sound on the G.N. S. Minnesota on the (eleven days from Yokohama), and was quarantined for the afternoon. He was expected at Seattle on Thursday morning.

Tokio, 21st july. Baron Komura arrived at Scattle on the morning of the 20th inst-

There was a ball-during the voyage on board the Minnesola, which was a grand success.

Baron Komura's welcome at Scattle was most hearty. There were seven hundred Japanese in the crowd, whose joy was beyond description. The Baion was to leave for New York in an express train provided by Mr. Hill,

THE WAR.

The Invasion of Kabafuto.

Tokio, 21st July. The prisoners who have surrendered to date on Rabafute number 461, including Colonel Alexavsky and thirteen officers. They are to. be sent to Aomori, in the north of Nippon.

It is now the rainy season in Kabafuto, with frequent fogs, and the waters are high. The temperature in the morning and evening is cometimes below 50'. The dense forests are an obstruction to observation. It is reported that Mauka has been occupied.

Press dispatches state that over two hundred men, including Colonel Aretshishefsky, who was the Commander of the garrison at Korsakoff, surrendered on the 16th inst., when the in Japanese casualties were seventy, concluding Major Nishikubo killed. The Lussians left four officers killed, twelve non-commissioned

officers, and over one hundred men. The Russians north of Viadimiroffka are unable to offer any effective resistance, and surrenders continue, chiefly of volunteers.

The Investment of Vladivostock.

Tokio, 21st July. There has been some increase in the number of Russians north of Corea, and it is predicted that there will shortly be a big battle in the Tumen Valley.

DISOBEDIENT SAILOR GOES TO

GAOL.

There was more trouble again on the barque Lawhill. As a consequence Captain Jarvis had to place another of his sailors within the law's clutches.

It appears that yesterday morning J. Baynish, able seaman on the Lanchill, went to the captain and asked to be allowed to go on shore. Leave was refused, as the man was required on board. Baynish then went forward and returned shortly carrying his bag and going towards the gangway. The captain called him and asked where he was going and was told that he was going away from the ship altogether. The captain ordered him to return to his quarters, put his bag by and turn to again. This Baynish point blank refused to do, saying - he was determined to go on shore. In this he was prevented, and the captain was obliged to prosecute him.

In reply to His Worship the captain stated that the ship was not going away until the middle of September.

Defendant had nothing to say in his own defence and was sentenced to three weeks! hard labour and to be put on board his ship at the expiration of his sentence, and warned to behave himself when on board, or he would get into serious trouble.

THE WEATHER.

The following report is from Mr. F. G. Figg. First Assistant of the Hongkong Observatory: -On the 26th at 10.55 a. "A depression has formed off the coast to the South of Swatow. Bad weather will prevail in the 8, part of the Formosa Channel.

At 11.55a. The barometer has fallen over Formesa and the S. and SE. coasts of China. Returns from the North are not yet to hand, but yesterday afternoon the deep depression was still lying to the Northward of Wei-hai-wei. Strong winds to gales from W. and SW. are likely to continue blowing over the China

squally, thunder showers.

THE AMERICAN BUSCOTT

AT SHANGHAL

We take the following from the N. C. D. News of the 22nd inst. :-

An interview between Tseng Taotai, Chairman of the committee in charge of matters r lating to the Americ'n boycott, and U. S. Consul-General Rodgers, took place on Thursday, the 20th instant, a report of which in the shape of a letter from Tseng Taotai appeared in the S nwenp to yesterday morning, a portion

of which we translite. After stating that he had been called on important business to Chiating (Kahding) on the 11th inst, Tseng Taotai sa dathat he received, while there, on the 14th and 15th inst, dispatches respectively from the U. S. Consul-General; Yuan Taotai, of Shanghai; the Optimus, Mr. Chang Chico a d Taotai Sec Tse-ying, head of the Executive Committee of the 5itk Guild, all of whom earnestly exhorted him to return at once to Shanghai. Accordingly on the 17th he (Iseng) returned to this port. On both the 18th and the 19th inst. he wrote to the U. S. Consul-General to arrange for an interview, but Mr. Rodgers, owing to being occupied with other important business in the morning and he himself, having engagements the 20th instant. "Mr. Rodgers asked me, states Tseng Taotal, " whether I had seen his in the affirmative. I also stated that I seen the telegram which Yu in Taotai had sent to Minister Rockhill, in Peking. Mr. Rodgers then asked me whether I remembered our interviews both in this Consulate and at the Chew Gardin, in which we had conferred on the question of waiting six months before doing anything more in the matter. To this replied that I remembered that we gave two months to arrange matters in when you said { that you wanted six months. This however we at once refused to do. . Mr. Rodgers/then said that this was not the time to deal with the matter in hand since the U.S. Congress would not assemble until November next. We

replied that circumstances aftered cases. was a Sunday, a day in which I never did etc. business, but owing to the great importance of the impending crisis I broke my strict rule of life and attended the meeting. Indeed, I dared not do otherwise than attend at your invitation. Again, for instance, if some Power were to make a descent on the Philippine Islands for the purpose of seizing them, and that at a time when Congress had not yet assembled; would you wait until Congress had assembled to decide matters, or would you not at once send troops and warships to oppose the invaders? Mr. Rodgers replied that this was a case of national danger and was not on a par with arranging a treaty. 'Yes,' I replied, an ordinary treaty may wait until Congress had re-assembled, but you can hardly call the present crisis an ordinary one. When our then the people must rise up to do so. According-to the treaty when it expired, the matter should have been taken out before Congress dissolved last year. Why should they have

waited until now? "Mr. Rodgers-'Our Government has already decided to revise for the better the next treaty. Moreover I received a telegram from our Minister at Peking expressing a wish to settle matters at an early date." I said that this was very good news, and asked Mr. Rodgers if he would give me a written guarantee that matters would-be immediately settled, so that I could show it to every one interested in the crisis. Mr. Rodgers said-- 'I cannot con veniently give you such a written document but surely you believe what I tell you?' replied that of course I had the utmost confindence in the truth of Mr. Rodgers' words but that I was afraid that other people would not believe my words. Mr. Rodgers, then asked me to use my influence as a member of the Chinese Coamber of Commerce persuade our people to be patient and wait for our respective Governments to settle matters. Moreover, that if a change in the ordinary course of things should take place he (Mr. Rodgers) was afraid that unfriendliness between the two countries would follow. I replied that what he said that we should patiently wait for our respective governments to ratify the treaty was perfectly right, but every one had the liberty, and right, to stop purchasing goods of American manufacture, if he or she wished to do so. "Not only is it impossible for your honourable country to interfere with our liberty in this matter, but even our own Givernment cannot coerce its people into buying any special goods, if they do not care to do so.' Mr. Rodgers said that the US government was realty desirous of revising for the better the treaty; it was only the U.S. Customs officers who were ill-treating Chinese visitors. Finally I said that as there would be a mass meeting in the afternoon at 4 o'clock, I would tell the meeting what the U.S. Consul-General had designed and constructed. said, and his wish to settle matters amicably. 'If,' said I, 'my people are willing to postpone matters I will give you a reply within three days. If they should be dissatisfied you must pardon me if I cannot do as you would wish."

We then shook hands, and when we parted it was already 12 o'clock." The following correspondence appeared in the Shanghai journal of the same day .-

To the Editor of the

"NORTH-CHINA DAILY NEWS," Sir,-In the present agitation re" The American Exclusion Act" and the boycott upon the part of the Chinese as a peaceful protest, I am of the opinion that the question at issue is not understood by the majority of our readers any more than that it is by the great mass of the ing, as an American, that they (the American

by the acts of over-zealous Customs officials. Forecast.-Fresh to strong W. winds; upon the subject is to protect the American settle back, her own weight and her form,

people) would of themselves adopt the neces-

sary measures to do away with the degrading

habits, customs, and mode of living permit him | ment to offer his labour for wages upon which the . "Ref-rence to the midship section and the American working class could not exist.

the class entitled by solemn treaty to enter the linto thick are the vessel will ride upon the ice Ch na, before the gates are opened to them. This subject, with the treaty conditions, the pack. The extreme 'ferryboat' form of the many laws, department rulings, the hold-up of thinese gentlemen, students, merchants, with the harder the squeezing becomes. detention, and in many cases deportation, is too broad and extensive to admit of taking up in the limited space of your column; but the of sufficient reserve buoyancy to keep the "present question" can be brought home to every fair-minded reader by taking the case of a passenger steamer arriving at San Francisco with the usual assortment of nationalities of first class passengers, English, French, German, Americans, Indians, Japanese, and several Chinese gentlemen. The usual goodfellowship exists that an ocean voyage will develop; upon arrival, every passenger is free except the Chinese, who must stand aside waiting the not practicable or desirable to open the main pleasure of a Customs official to put him through in the afternoon, there was no interview until the, "third degree," or searching inquiry, the expedition has commenced. Reverse the conditions, take a "Semite," and China if their nationality alone was discriminat- | vessel is the water-tanks, which is accounted letter to Yuan Taotai, to which I replied ed against, and they degraded before their for by the fact that fresh water can be had in had fellow passengers? and if necessity forced them | plenty in the polar regions, and for that reason a mild protest against such an outrage?

The laws or treaties created to keep out Chinese coolies which in the administration can be stretched to the point of holding up a young lady (the wife of an American officer) for several hours, degrading her in the eyes of her fellow-pussengers, subjecting her to a searching inquiry, as the official records and newspaper articles in the early part of last year will show, are contrary to the sentiments of all true Americans, and I for one-engaged in | main, top, sister and side keelsons. To carry business here whom this boycott may affect out the idea additional outer keelsons, extendseriously-declare the Chinese are right, and ling back from the fore-foot, are fitted directly express the hope that through this peaceful under the foremast step. The writer goes on means may the weak compel the strong to do to say: an act of justice, and may it semove the stain upon the otherwise white escurcheon of the ling is the filling between the frames and the tim Great American Nation with its principles of bers; every opening between the timbers, futfor instance two months ago that day, there liberty, equity, and justice to all, irrespective tooks, and top timbers, cants, etc., is filled in solid was an interview between ourselves. That day of race, colour, creed, or nationality.- I am,

7 N All RICANA

Sir,-Taotai Ma and other speakers at the boycott meeting yesterday insist on the rights | tight structure in itself. ... of Chinese to go anywhere they please. Will these same gentlemen kindly tell us whether, they are prepared to recommend the Chinese Government to grant the same rights to fareigners in China? A correspondent referred to this subject recently in your columns but the Chinese are singularly allent on this point.

 It is all very well to keep the whole of this? Empire a "batred" land as far as respectable foreigners are concerned, and at the same time howl because coolies are kept down to limited numbers in the States.

Let the Chinese remember there are some 100,000 of their countrymen in America, while freely coming and going, buying land, trading, mining, and doing generally and freely citizens of the country in America, while there Government proves itself unable to protest, are only a few thousands of white men in China, and they are genned up in reservations and debarred from right of trading, and so on, in the interior.

> point by native orators and agitators.— Lam, e.c.,

21st July. 1... PEARY AND THE POLE.

THE "ROPSEVELT" IN WHICH THE ARCTIC EXPLORER HAS SAILED.

The other day a Reuter's telegram informed us that Commander Peary has sailed from America in the arctic ship Roosevell, in an attempt to reach the North Pole via Smith Sound. The Roosevell has been specially constructed for the present task, and it is the eyes," # opinion in America that, it will not be for lack of the finest vessel in the history of Arctic exploration—a boat that long experience and constructive skill have combined to make the most perfect of its kind. She has been built at Portland, Me., and in describing her recently the Marine Review (Cleveland) said :-

"This last Arctic ship is naturally very temarkable in many ways. Physical hardiness and a determined spririt to buck against the seemingly insuperable difficulties present ed by the icy barriers of the far north are not enough, as 'past experience has proved, to reach the North Pole. The prime question, even despite the intense cold, is one of provisioning, and successful provisioning demands that supplies be carried to the north to the utmost limit of navigation and in sufficient quantity to last at least two years. To carry so large a mass of stores into and through the many obstructive leagues of dodging. ice-floes in a minimum coal-consuming vessel, calls for a craft of peculiar qualities. . Finally, the craft must be strong enough to pound, pound, and pound for months 6 months sight " at a time against the ice-bound channels, of that inhospitable region. Experience has demonstrated that the sturdy whalers, stout as they are, are not strong enough for this persistent attack, and, to provide for this almost disheartening work, this new ship was especially

The model of the hull is rather bluff and lies fairly low in the water, and is suggestive both of strength and capacity. Probably in no part of the world can be found a model or form of hull similar to this vescel, whose mission is to drive into, break down, and force away the ice-fields in front, with a stern so shaped that the overhanging portion will more or less protect the screw when the heavy lice-floes come together against the vessel's quarters. There is no 'tumble-home' of the top sides such as may be found in former Arctic vessels but instead the top side 'flare out' up to the rail, which admits of working a very heavy guard

"The purpose of this guard strake, apart from being a buffer, is to help to lift the vessel out of the water as the ice crushes about her. As can be seen, the ice will press against her sides, and then, as they offer first resistance, American people; otherwise I feel safe in stat- it will rise and catch under the counter or overhang of this guard and bodily raise the vessel. In case the ship, on the other hand, has been frozen in a thick pack of ice and injustice to which Chinese entitled by treaty it is desirable to free her, hydraulic jacks are rights to enter the United States are subjected set upon the ice and brought to bear upon the under side of the guard, and these, in turn The intent of all laws and treaties bearing | will raise the craft, and as she is permitted to working class by excluding the Chinese coolies, acting as a big wedge, will tend to break a

founded on the basis that the Chinese coolie's | way clear. This is a peculiarly novel arrange-

lines will show the combination in form of Without entering upon a discussion of the old line 'frigate floor,' and the modern the right or wrong of the discrimina- ferry-boat bilge, which together gives a body tion against one national only instead of that will admit of the vessel lying over on a dangerous class of all nationalities, her side without damage, and also gives what the protest of the Chinese is not against the is known in ship parlance as a "freeing laws relating to the exclusion of the Chinese section' from lateral compression of the ice coolies, but against the abuses used in the ad- from without. The most important feature ministration of these laws whereby Chinese of this vessel's form is the bow and foregentlemen, merchants, students, and others of foot. This is designed so that when driving country, even including the ladies and children and break it down, and at the same time keep of the r families, are submitted to a degrading the broken ice from piling too high as to be an inquiry, with an eager search for technicalities | impediment to the next ramming. . . . The that would admit of their being sent back to 'squeeze' of the ice will tend to lift rather than crush her between the grasp of the gathering midship section will raise her up out of the ice

> "The vessel is divided fore and aft into five water-tight compartments, any one of which vessel affoat in case of serious puncture below

"All of the spaces below, deck can be reached by independent hatches from the maio deck, and, with the exception of the lazarette, a holds communicate by means of small watertight doors in the upper part of the bulkheads, thus affording means of fore and aft communication below the main deck in case it is deck hatches when once the serious work of

"One of the first things that strikes the sealet the reader answer, would be or she come to faring man as missing from this remarkable to come would they not feel that a boycott was | the distilling plant is small, thus saving much valuable space that otherwise would have been consumed by the tanks,"

> The ship will take a tremendous pounding from the ice, owing to her extraordinarily heavy bow framing. In her design and construction the aim has been to provide a structure that will take the shock of the impact 'all over' and not locally at the bow or amidships. This result it has been sought to attain by the very heavy scantling of the main keel, also the

"A very interesting feature of this entire fram to the plank sheer with a liquid filling. After the plank had been was ked and fastened, a liquid fill ing of awdust and marine glue was poured down in all cavities from the top sides, so that be tween the inside course of the plank and the ceiling, the frame has been made a solid water-

"One is apt to marvel at the size of the deck beams, carlings, and four-and-afters, which would be considered heavy for a vessel twice the size of the Roosevell, but when it is considered that at a critical moment, such as being squeezed from both sides at once, just a above, or below the water-line, the life of the ship may depend upon the strength of one or perhaps two of these beams, their looks become unimportant, and crushing strength becomes the factor. It would seem that the designer had succeeded in providing a very strong deck

" the anchors of this vessel are of the stock less type and are arranged to be-boused up close into the hawse pipe, and are kundled b a steam windlass from the forecastle deck wit a small inverted engine located on the under side of the forecastle beams.

"The steering gear of the vessel is a combination of hand and steam gear, arranged so Your readers await some reference to this that the vessel can be steered from four differ-[ent'points." In case of break-down at any one of these four points, relief tackle can be rigged up over the quadrant aft of the main decky. In view of the fact that the sudders are quite frequently carried away in the Arctic regio s, the steering-year arrangements have received deliberate consideration for strength of par s.

> "The fore, main, and mizzen masts are of single sticks of Oregon pine, the topmast and and bowsprit are of yellow pine, the gaffs and spanker booms of spruce.

> "The rigging is of galvanized wire rope al most throughout. The lower topmast rigging served for the entire length. All the standing rigging is set up inside the bulwark with rigging screws, shrouds, stays, and back stays and laid down over the heads of the masts with

COMMERCIAL.

TO-DAY'S EXCHANGE.	,
Selling	
andon—Bank T.T 1'iol	
Do. demand 10 11/16	
Do. 4 months' sight 10 13/16	١,
rance—Bank T.T	
Vmerica—Bank T.T45	
Germany-Bank T.T	
rdia T.T	ľ
Do. demand	
Si anghai—Bank J.T71	-
Singapore T.T	١,
Japan—Bank T.T.	
ava-Bank T.T	
Auving.	
4 months' sight L/C"	

to days' sight San Francisco & New York 461 30 days' sight Sydney and Melbourne 1/11 3'11 Bank of England rate 24 Sovereignto.58

To-day's anotations are as follows --Per picul . Oldest@ 1,370

OPIUM QUOTATIONS.

To-day's Advertisement.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR," Captain A. Stewart, will be despatched for the above Ports, on SATURDAY, the 29th inst., at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents. Hongkong, acth July, reof.

To-dan's Advertisements.

SPECIAL PROGRAMME.

UNDER THE PATRONAGE AND IN THE PRESENCE OF H.E. THE GOVERNOR, SIR MATTHEW NATHAN, K.C.M.G. THE EVENT OF THE SEASON.

LAST NIGHT! TO-NIGHT (WEDNESDAY), 26th July.

SANDOW. THE PERFECT MAN

EXPONENT OF PHYSICAL CULTURE, GRAECO-ROMAN ARENA.

SUPPORTED BY HIS PUPILS OF ALL

CANDOW will appear to-night from 9.15 to

10 15 for the benefit of those living out of GRAND WESTLING COMPETITION, WEDNISDAY EVENING, the 26th, Gold; Silver and Bronze Medals, to Winning

Competitors. Europeans, Chinese, Japanese and Indians have already signified their intention of com-Amongst others, the well-known Hongkong Athlete, Mr. J. A. S. ALVES, will

Plan at the ROBINSON COMPANY. Prices \$3, \$2 and \$1

Doors Open 8 P.M. Overture 9.15 P.M. A Special Car will run to the Peak to-night is minutes after the performance. Hongkung, 26th july, 1905.

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURI DICTION. IN THE MATTER OF THE COMPANIES! ORDINANCE 1865, ...

IN THE MATTER OF THE SAM YEE COM-PANY, LIMITED, IN LIQUIDATION.

NIOTICE is hereby given that the Court LN: has adjourned the application of the Undersigned for settling the List of Contributories of the above-named Company, and the same will be settled at the Supreme Court House, Victoria, in the Colony of Hongkong, on TUESDAY, the 1st day of August, 1905, at 10.30 o'clock in the forenoon, pursuant to the Companies' Ordinance (855 and the rules, thereunder.

Dated the 25th day of July, 1905. J. W. LEE-JONES, Official Liquidator.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "MALTA,"

FROM BOMBAY, COLOMBO AND STRAITS. Consignees of Cargo by the above-named

vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

· This vessel brings on Cargo :-From London, &c., ex S.S. Macedonia. From Persian Gulf, &c, ex. B. I. S. N. and

B. & P. S. N. Co.'s Steamers. Optional Goods will be landed here unless instructions are given to the contrary before II AM, TO-MORROW.

Goods not cleared by the 2nd proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever. Damaged Packages must be left in the

Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All Claims must be presented within ter days of the steamer's arrival here after which date they cannot be recognised.

No Claints will be admitted after the Goods have left the Godowns. L. S. LEWIS,

. Acting Superintendent. Hongkong, 26th July, 1905.

"BEN" LINE OF STEAMERS, NOTICE TO CONSIGNEES.

S.S. "BENLEDI," . FROM ANTWERP, LONDON AND STRAITS. ONSIGNEES of Cargo are hereby

informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co, Itd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 1st August will be subject

All Claims against the Steamer must be presented to the Undersigned on or before the 8th August, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be

examined on the 1st August, at 11 A.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

1774

Hongkong, 25th July, 1905. PUBLIC AUCTION.

to sell by PUBLIC AUCTION, VOR ACCOUNT OF THE CONCERNED,

THE Undersigned have received instructions

FRIDAY, the 28th July, 1905, at II A.M., at their Sales Rooms, No. 8, Des Vœux Road, corner of Ice House Street, SUNDRY

HOUSEHOLD FURNITURE, A LARGE ASSORTMENT OF ENAMELLED WARE GOODS, 2 BICYCLES and 2 SEWING MACHINES,

About 900 PANAMA HATS in three different qualities, TERMS :-- As usual, HUGHES & HOUGH,

Auctioneers. Hongkong, 26th July, 1905.

Intimations.

ROBINSON PIANO COMPANY, LD.

MAKERS OF

HIGH-CLASS PIANOS

SPECIALLY BUILT FOR THIS

CLIMATE.

UPON SCIENTIFIC PRINCIPLES, OF THE

FINEST MATERIALS.

AND UNDER THE

PERSONAL SUPERVISION

FIRST-CLASS EXPERT EUROPEAN

MANAGEMENT.

TUNERS,

POLISHERS,

REPAIRERS.

KNOWN IN MUSIC."

MUSICAL INSTRUMENTS

TALKING MACHINES

Cash or Easy Payments.

Hongkong, 20th July, 1906

THE

OPPOSITE THE HONGKONG HOTEL.

2, PEDDER'S STREET.

TO MAKE ROOM

AUTUMN GOODS

CLEARANCE

Will be held from the 1st to 15th AUGUST Next.

OUR GOODS WILL BE OFFERED AT SUCH LOW PRICES AS TO DEFY COMPETITION.

Hongkong, 25th July, 1905.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD. MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

KING CARGO ON THROUGH BILLS OF LADING FOR ALL BUROPEAN NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

EUROPEAN SERVICE.

		A. A.	OUT	WARD.		•
		FROM .		STEAMERS	, D	UE
	GLASGOW	and LIVERPOOL			3rd	August.
	GLASGOW	and LIVERPOOL	ereriterriid.	"MACHAON".	4th	99 /
	GLASGOW	and LIVERPOOL	*********	"ORESTES"	9th	91 1 1
	GLASGOW	and LIVERPOOL		"ULYSSESP	9th	11
	GLASGOW	and LIVERPOOL	**********	"OOPACK"	9th	11
		and LIVERPOOL		"PELEUS"		
		and LIVERPOOL		"ALCINOUS".	23rd	11
		and LIVERPOOL		"AGAMEMNO	N "30th	19
	GLASGOW	and LIVERPOOL		"JASON" "TEENKAI"		A
	GLASGOW	and LIVERPOOL	*******	"TEENKAI"	Oth	gebrember.
	1		HOM	EWARD.		
	, ·	FOR	***	STEAMERS	To	RATE
-7						
	• GENOA, '	MARSEILLES &	L'POOL	"TELEMACHU	J5 "	July.
	LONDON,	A WSTERDAM & AN	TWERP	" AJAX "	7	August.
	TANTOANT !		TTIPD D	# IDAMENTIS	77 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	

* Taking Cargo for Liverpool at London Rates. TRANS-PACIFIC SERVICE.

LONDON, AMSTERDAM & ANTWERP "ACHILLES " 12th September.

LUNDUN, AMSIERDAM & ANIMERE IDUMENEUS IIIIIIIIIIIIIII *GENOA, MARSEILLES & L'POOL "STENTOR "20th

LONDON, AMSTERDAM & ANTWERP " PAKLING "......29th

"GENOA, MARSEILLES & L'POOL "YANGTSZE"20th

LONDON, AMSTERDAM & ANTWERP "ANTENOR"26th

OPERATING IN CONJUNCTION WITH THE NORTHERN PACIFIC RAILROAD CO. AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES

4	OF AMERIC	A AND CANADA.	ar sining
P	FOR	TWARD.	TO SAIL
VICTOR	IA. SEATTLE, TACOMA, ADO	" MACHAON "	
NAGA	CIFIC COAST PORTS, vid SAKI, KOBE and YOKOHAMA	S"JAŞON"	3rd September
	FROM	TWARD.	DUE
TACOM/ PACIF	A, SEATTLE, VICTORIA ADDITION OF THE COAST.		
	For Freight, apply to	BUTTERFIE	LD & SWIRE,
	n!	Aa	PMTS

	Hongkong, 26th July, 1905.	AGEN	
	CHINA NAVIGATI		IMITED
•	SWATOW, WEI-HAI-WEI, CHEFOO)	" KANSU"	
•	NINGPO and SHANGHAL	"TIENTSIN"+	joth' "
	MANILA	TAMING " *	rst August, .
	CEBU and ILOILO	"BUNGKIANG" *	2nd ,,
	MANILA, ZAMBOANGA, PORT DAR-)		

WIN, THURSDAY ISLAND, COOK- | "TAIYUAN" * 1 ... and

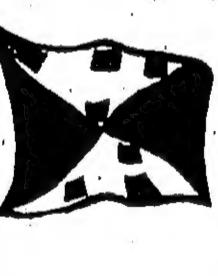
BANE, SYDNEY and MELBOURNE ... J † Taking Cargo on through Bitls of Lading to all Yangtere and Northern China Ports. * The Attention of Passengers is directed to the Superior Accommodation offered by thes steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

I Taking Cargo and Passengers at through Rates for all New Zealand and other Australian

For Freight or Passage, apply to

TOWN, CAIRNS, TOWNSVILLE, BRIS- (

BUTTERFIELD & SWIRE, AGENTS.



Hongkong, 25th July, 1905.

Highest Ciass, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Blectric Light-Perfect Cuisine-Surgeon and Stewardess carried. -All the most up-to-date arrangements for comfort of Passengers.

MANILA STEAMSHIP COMPANY, LIMITED.

Steamship,	Tons.	Captain.	For	Sailing Dates.
RUBI		A. H. Notley R. Rodger		SÁTURDAY, 29th July, at Noon. SATURDAY, 5th August, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO. GENERAL MANAGERS.

Hongkong, 22nd July, 1905.



AMERICAN

FOR NEW YORK via PORTS AND SUEZ CANAL. (With Liberty to Call at the Malabar Coast).

Steamship "INDRAWADI"THURSDAY, 10th August. "SIERRA BLANCA"......20th September. For Freight and further information, apply to

Hongkong, 25th July, 1905.

BOO CHEONG, STATIONER AND PAPER MERCHANT

No. 20, Pottinger Street. HAS always on hand all varieties of Stationery, Printing and Note Papers, Copying Presses, also Automatic Cyclostyle and Eliams Duplicator. Hongkong, 23rd February, 1905.

TSANG FOO & CO., COAL MERCHANTS AND STEVEDORES,

SHEWAN, TOMES & CO.,

General Agents.

48, DES VOUX ROAD.

HIPS Coaled from alongside at the shortest notice, and with all possible despatch, Prices Moderate, Telephone No. 329. Hongkong, 1st October, 1904

Shipping—Steamers.

HONGKONG-MACAO LINE. S.S. "WING CHAL"

Captain T. AUSTIN, R.M.R. THIS Steamer departs from Hongkong on Week Days, at 7.30 A.M. and on Sundays at 8.30 A.M. Departs from Macao on Week

Days at 2.30 P.M. and on Sundays at 5.30 P.M. if tide permits. FARES :- Week Days, 1st Class, including

Cabin and servant, Single, \$3; Return Ticket, \$5; and Class, \$1; and Class, 50 cents.

Every Sunday will be an Excursion, at the following rates:-- 1st and 2nd Class, Single 7.30 P.M. Ticket, \$1; Return, \$2; 3rd Class, Single, 30

returning passengers only, at an extra charge and cold water is supplied.

Private Cabin which has accommodation for Becond " two or more passengers, will be charged \$3 First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to

available for the following day. The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

the Boiler cleaning, due notice will be given

by the Captain, and the Half Ticket will be

MING ON & Co., and Floor, No. 16, Victoria Street. Hangkong, 13th June, 1905.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers Captain

"KWONG CHOW"...1,309...J. P. MARTIN. "KWONG TUNG"...1,238...H. W. WALKER. REGULAR STEAMSHIP Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted). These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans. in First Class Cabins.

Passage Fare-Single Journey ...\$4 The Company's Wharf is a short distance

West of the Harbour Master's Office. SHIU ON S.S. CO., LD., and to YUEN ON S.S. CO., LD., No. 8. Queen's Road West. Hongkong, 26th June, 1905.

TRIPS TO CANTON AND MACAO.

THE Yuk On Company's Splendid Steamer "YING KING," r,088 tons, Registered.

Captain E. 1. Page, will leave Hongkong for Canton every MONDAY, WEDNESDAY and FRIDAY EVENING, at 0.30 P.M., returning to Hongkong every TUESDAY, THURSDAY and SATURDAY, about 5 P.M. On SUNDAYS she make an EXCURSION TRIP to MACAO, leaving. Hongkong at 8.30 A.M., and returning from Macao about

The "YING KING" is especially fitted for cents, Return, 50 cents; Steerage, 10 cents.

Breakfast, Tiffin and Dinner can be supplied luxuriously furnished steamer on the line and either on Board, or at the Macao Hotel, for is lighted throughout with Electricity, also hot

On Sundays, passengers desiring to have a First Class single journey to Canton ...\$3.00

First class single journey with Cabin 2.00 (to Macao 2.00 with Cabin 3.00

Breakfast, Tiffin or Dinner \$1 each only. Wine an ' Spirit of the best brand are used. The wharf in Hongkong is at the West end of Wing Lok Street. The wharf in Macao is the same as the

S.S. Perseverance. For further information, apply to the Office of YUK ON S. S. Co., LD., No. 216, Wing Lok Street, Hongkong,

Messrs. WENDT & Co., Canton Agents. S. A. NORONHA, Macao Agent. Hongkong, 17th May, 1905.

- TO NEW YORK,

PIN PORTS AND SUEZ CANALI (With Liberty to Call at Malabar Coast).

PROPOSED SALLINGS FROM HONGKONG. · Steamship . "ST, HUGO " rath August, 1905 "SHIMOSA".....to follow.

For Freight and further information, apply DODWELL & Co., LIMITED, fir Hongkong, 19th July, 1995.

INDO-CHINASTEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG,—SUBJECT TO ALTERATION).

Steamship TIENTSIN VIA SWATOW & CHEFOO. BSANGTHURSDAY, 27th July, 3 P.M. MANILALOONGSANG * FRIDAY, 28th July, 4 P.M. S'GAPORE, S'RABAYA & SAMARANG. HOPSANG....... WEDNESDAY, 2nd Aug., 3 P.M. S'GAPORE, PENANG & CALCUTTA... NAMSANG *TUESDAY, 8th August, Noon. Taking Cargo on through Bills of Lading to Cheloo, Newchwang, Tientsin and Yangtsze Ports. * These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 26th July, 1905.

PORTLAND & ASIATIC STEAMSHIP PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON, OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Metzenthin	
"ARAGONIA"	5,198,	Schuldt	September tst, ,,
"NICOMEDIA"	4,370,	Wagemann	September 26th, "
"NUMANTIA"	4,370	Feldtmänn	October 14th,
			to arrive here on August and.

The S.S. "Aragonia" left Portland on July 22nd, and is expected to arrive here on August 22nd. Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and Julted States Points. For through rates of Freight and further information, communicate with or apply to 'ALLAN CAMERON, General Agent

"BEN" LINE OF STEAMERS. FOR SHANGPAI, YOKOHAMA & KOBE. THE Steamship

FOR MARSEILLES, LONDON AND ANTWERP. THE Steamship

"BENARTY," Capt. Sarchet, will be despatched as above, on.

or about 2nd August, For Freight or Passage, apply to GIBB, LIVINGSTON & Co. Hongkong, 20th July, 1905.

EASTERN AND AUSTRALIAN STEAM. SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin and Queensland. Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "EMPIRE"

Captain Heims, will be despatched for the above Ports, on WEDNESDAY, the 9th August, at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light. A Stewardess and a duly qualified Surgeon are carried. N.B.-To assure the additional comfort of

passengers the steamers of the Company have electric fans fitted in staterooms, For Freight or Passage, apply to GIBB, LIVINGSTON & Co., -Agents

Hongkong, 19th July, 1905,

above Ports, on the 30th instant, at Noon. This Steamer has splendid accommodation for Passengers and carries a duly qualified Doctor and Stewardesses. HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 25th July, 1905.

"RHENANIA,"

Captain Foerck, will be despatched for the

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED. FOR AMOY, STRAITS AND RANGOON. THE Company's Steamship

"ZAIDA." Captain C. Willis, will be despatched as above, on TUESDAY, the 1st August, at Daylight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Agenta

Hongkong, 24th July, 1905. A FOOK & Co., 12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS AND COMPRADORES, COAL MERCHANTS AND STEVEDORES OF BIXTY YEARS STANDING.

A LL kinds of Provisions, Cual, Water and Ballast supply from alongside at the shortest notice and with all possible dispatch. Moderate terms. Orders solicite.

Hongkong, sard Fabruary, 1905.

Untimation.

THE HONGKONG TELEGRAPH.

I, ICE HOUSE ROAD HONGKONG.

CABLE ADDRESS, - Telegraph, Hongkong.

HE leading English Newspaper in China Also widely circulated in Japan, Cochin China, Ceylon, India and the Far Har generally.

A daily newspaper with weekly edition published for despatch by the homeward mail The daily is recommended as more general suitable, except for subscribers in Europe or

A special feature is, made of full and accurate reports of local occurrences, and of mattors of general interest.

ABVERTISING DE ARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Fay East.

Special attention given to effectively display: ing adve tisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effect've style of type will be adopted This standard runs exactly eight lines to the inch, and about cight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriage St each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisement can be ascertained from the Manager, Advertisements for the Daily should react the Hongkong Telegruph Office not later thus soon of the day they are intended to appear. Upless otherwise specified all advertisements will be repeated and charged for until counter-

JOHHING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES,

PAMPHLETS, Carbbs.

CIRCULAT 5

I XPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH OFFICE

Estimates given for all classes of work on ipplication to

> THE MANAGER, HONGKONG TELEGRAPH CO., LD. 1, Ice House Road H.ngkong.

THE TERMS OF PEACE.

VIEWS OF AN EXTREMIST.

Dr. T. Senga, Hogakuhakashi (now Professor in the Kyoto University) contributes to the current number of the Revue Diplomatique (a Japanese magazine) an article on the terms of peace; which, in view of the present situation, will be road with interest.

Although the Japanese people are united

in the prosecution of the war, says Dr. Senga,

they seem to have arrived at no common

understanding as to the principal conditions on

which peace is to be restored, and lack of unity in this respect may result disastrously for Japan when the fruits of victory come to be gathered in. Regarding the terms of peace Japanese opinion is as widely divided as the views are divergent. Among the moderates there are those who would like to see the war stop with occupation of Harbin or Vladivostok; the latter to be merely held pending payment of an indemnity by Russia. On the other hand, one section of the "inflexibles" insists on the annexation of Vladivostok irrespective of indemnity; the second says the war must go on until the Baikal is reached; while the third, the most strenuous, urges that the campaign should be pushed on to the west of the Baikal. As the war is conducted by the united resolve of the nation, so the terms of peace, on which the future welfare of the country depend, must be sought by the united action of the people. It is the more important that the people should be at one in this question because the Government is supposed to be moderate in its views. In my opinion, Dr. Benga continues, Japan must not be satisfied with the acquisition of Port Arthur, Vladivostok, Kamtschatka, and Saghalien, but all the Russian territory east of Balkal should be annexed to Japan. Some people would oppose the acquisition of a great extent of territory on the ground that it would

prove a drain on Japanese resources, and they would, prefer an indemnity to the extension of territory. They seem to lose sight of the dangers likely to result from such a policy. If lapan should agree to conclude peace with the annexation of Port Atthur and baghalien alone, Russia will not abandon her policy of aggrandisement in the Far East. Probably she will endeavour to strongly fortify the territory east of the Baikal, and make Vladivostok so strong as to be impregnable. The Siberian Railway will be doubled or quadrupled so that troops and supplies may be sent to the East with the utmost promptitude in case of emergency. course Japan will station in Manchuria a sufficient numb r of troops to cope with the Russians, but it is problematical whether Japan could be as successful as in the present campaign should hostilities break out again after Russia had strongly fortified all the important points between the Baikal and Vladivostok. A good object lesson is furnished by France, " which, ifter the Franco-Prussian war, constructed a number of fortifications all along the German frintiers at an enormous expenditure of money. If, on the other hand, Japan fortifies the important points east of the Baikal she could then check an invasion of the Russians. with a comparatively small number of troops. Considered from an economical point of

view the acquisition of large territory also

greatly helps in the development of a country's commerce and industry. In a country of limited extent, commerce and industry cannot be undertaken on a large scale; nor can they be established on a firm basis if undertaken. No small country can ever aspire to be a first-class industrial nation. Manufacturing industries which are run with the object principally of supplying the foreign market may meet with a sudden check and decline if the countries to which the manufactures are exported impose a high protective tatiff on such goods. Even though the goods may be free from a high tariff they must always suffer from the competition of other countries. The foundation of manufacturing industries, which are not primarily dependent on domestic require-ments, must, therefore, be regarded as very unstable. Moreover, there is a unity among various classes of commerce and industry, and only one or two of these can ever become prosperous. Take the manufacture of shirtings as an example. This industry cannot be carried on upon an extensive scale unless the spinning, we ving, and dyeing industries are equally well developed. Japan imports a large
amount of shirting annually, but the demand is not sufficiently large to justify. its manufacture in Japan, on such a scale as is done in Great Britain. Again, the manufacture of machinery cannot be fully developed unless a country possesses a large territory to create a demand. An industry which relies on the demand in foreign markets is, as has already been remarked, very unstable. Of course there, are exceptional cases. Switzerland, a mountainous country having an abundant supply of water for manufacturing purposes, long since developed into an industrial country. Watchmaking, among other things, has been one of its principal trades for many years, but this trade can hardly compete with similar products from a large country in foreign markets. At first Swiss watches were imported in great numbers into the United States, but but owing to the protective policy of the latter country European manufactures have been gradually excluded from America. Americans started watch-making, and American watches are now driving the Swiss article out of the Japanese market, as they are no doubt doing in other parts of the world. Switzerland, though at one time it promised to become a thriving industrial country, cannot attain to the first, class dimensions industrially of England or the United States, simply because she is a small country, and her industries are not based on domestic requirements. The same is true in the case of Holland and Belgium.

Turning to Japan, it will be observed that her industrial future is far more promising than that of those kuropean countries mentioned above, but, as it is, Japan's sphere of industrial activity is as yet too limited for her to become a first-class industrial Power, Germany, for example, can hardly hope to become half of what Great Britain is, in an industrial sonsp, simply because she has no such extensive colonies. If Japan wishes to be strong industrially she must extend her colonics, or at least have much greater territory included in her spheres of influence. It may be argued that the territo y earl of the Baikal is so sparsely populated that Japan can hardly hope to greatly increase the demand for her manufactures in those parts, while Manchuria being Chinese territory it cannot be regarded as a Japanese possession. True, Japan wants Siberia primarily for strategical purposes, but the fertile soil of the region is well adapted for Japanese colonisation. There is little or no reason to fear the rigorous climate. The Japan. ese are not a race to be estily overcome by the cold, Japanese students who go to Germany generally enjoy better health there than at home, whereas many Americans are injuriously affected by the German climate. The reason why the Japanese dread cold regions is because they do not take proper means

to combat the cold, [Continued on page 71]

THE TRAMS OF PEACE. IRWS OF AN FXTREMIST

[Continued from page 6]

"During a sixteen years' stay in Builin, I caught cold only three times, though I was a constant victim while at home; yet since my return to Japan I have been subject to colds as | ference. often as prior to my leaving the country. This is no doubt due to the difference in the construction of dwelling-houses and in the costume. In a sense the Japanese may be said to be a people endowed with the utmost endurance thick with gold. for withstanding the cold, for no European, from whatever cold country he may come, can be expected to live comfortably in a Japanese house in the native style during the winter. The Siberian climate therefo a is not unfit for Japanese colonisation provided sufficient provision is made against the weather."

sent to those colonies where the Japanese manufactured article will find a market. Japan in return will receive a supply of agricultural and marine products from her new colonies to make up the deficiency of her foodstuffs at home. If she develops into a substantial industrial country she can easily maintain double her present population, but the problem that confronts the country is the food question. Unless Japan possesses colonies from which to draw her fond supply she - ill necessarily have to depend on either America or Russia for food, and in 'case of emergency she will be at

the mercy of these nations. Some people may combat the idea that the demand for Japanese goods in Manchuria is be regarded in the same light as in Japan proper, and will consequently urge that it would be a mistake to start industries in anticipation a of such a market. True Manchuria will not be annexed to Japan, but Japanese troops w not evacuate Manchuria after the restoration of peace for obvious reasons. Consequently Manchuria, will come under Japan's spiere of influence and Japanese business men will have

an opportunity for activity there. For the reasons stated above, concludes Dr. __ a Senga; it is necessary, if Japan aspires to be a first-class industrial country, to carry out the military occupation of Mancheria in the future and to annex the territory east of Lake Baikal as a condition of peace. If this is done Japan will continue in her commercial and industrial expansion; but if otherwise, she will have to shut herself up in her island empire and become economically the slave of America or Russia. And therefore the present war is worth fighting however Japan may be called to make heavy sacrifices in men and money in , order to attain the end here outlined.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by · Correspondents in this column.)

COLOMAL AUTHORESSES.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." DEAR SIR,-May I encroach on your space with the following:-

The necessity of making knows, and finding a market for, the writings of Colonial authoresees in the Home Country is one of the chief objects of the Lyceum Club, which has for its aim the bringing together of all the intellectual and artistic women of the world. So much good work has reached the head-quarters of the Club, 128 Piccadilly, London, England, that it has been decided to publish volumes of work contributed entirely by Colonial members, Australia, Africa, Canada, Amigo, for Haiphong. India and New Zealand each being represented by a volume or volumes, according to the quality of work. Mrs. Alfred Lyttleton, wife of the Colonial Secretary, is deeply interested | nesein the scheme, and many prominent English mised to judge the work sent in.

sketches, poems, and even novels being allowable, but owing to the enormous quantity anticipated, only work of real merit should be sent. All MSS, nust be type-written and writ- Griscom, Mr. Howard Wood, Misses Rachel ten on one side of paper only. The authors will be well remunerated on a royalty basis. and the greatest interest in the forthcoming gaard, H. H. Rees, E. B. Rees, Samuel Mcbooks is being manifested

Jan. 31, 1506, so that 'olonial women writers will have full time to send f r full particulars to Miss Constance Smedley, Lycet m Club, 128 Piccadilly, London, England

Known and unknown writers are invited to compete in the representation of their Colony. The Lyceum Club is also instituting a gigantic International Competition for the works of women composers. The e musical compositions which must be unpublished and which must not have been publicly performed, will be judged by a magnificent International Jury of the world's greatest nasicians. The jury is being organised from the principal musiccentres of the world, and the time fixed for sending in is not until May 15°, 1000, 10 that composers in all parts of the world may have due chance. Orchestral and choral compositions, youal and instrumental music will all be suitable. All music must be sent to Miss Constance Smedley, Lyceum Club, 128 Pic-

cadilly, London, England. The successful compositions will be performed at a series of Concerts in the finest West-End Hall in London, as well as in Paris and Berlin, interpreted by the finest attistesso that unknown musicians or composers condemned to the incessant turning out of potboilers, may wake to find themselves famous not only is London but throughout Europe !-

In all these Competitions, the Lyceum Club has determined to raise the standard of woman's work, and by the severity of their tests, and the great recognition awarded to the work which withstands those tests, to encourage women in the pursuit of the highest ideals. Some of the world's greatest authors, artists and musicians, men and women alike, have given their practical support and help to the Lyceum Club in this great object, and these names include those of Sir Lawrence Alma-Tadema, R.A., John Lavery, John Swan, R.A., L. Rayen-Hill, David Murray, R.A., Byam Shaw, George Clausen, A.R.A.—Among the artists who judge the Lyceum Art Exhibitions. Esther Palliser, Mark Hambourg, Blanche Marchesi, Percy Grainger, Kreisler, Fanny Davies, Susan Strong, are among the musicians who play at the Lyceum Club and are helping it in its musical aspirations; while Conan Doyle, Rider Haggard, Jerome K. Jerome, Maurice Hewlett, Robert Barr, Anthony Hope, Mr. and Mrs. Egerton Castle, Beatrice Harraden, Mrs. Campbell Praed and Helen Mathers are among the Pauthors whose faces one sees at the weekly house-dinners at the magnificent London Clubhouse, and who have in public speech and word expressed their deep sympathy with the objects of the Club.-Yours very truly,

CONSTANCE SMEDLEY.

PALACES OF THREE GREAT RULBRS.

No monatch in the world excels the Czar Tsarskoe-Selo, near St. Petersburg, where the around it which is eighteen miles in circum-

One room of the palace has walls of lapis lazuli and a floor of ebony inlaid with mother of pearl. Another has walls of amber curiously carved, and the walls of a third are laid

In the throngroom of the palace of the Shah of Persia there is a carpet so thickly sown with pearls that the texture of the cloth can hardly be seen. Near it is the throne of carved wood, studded with Jewels valued at \$5,000,000.

Near the throne stands a huge silver vase set with pearls and turquoises, but, strange to say, alongside of it stands a cheap European paint-The surplus population of Japan should be ed urn, such as can be bought anywhere for a

The Shah has curious ideas about the value of things, and on the walls of one room s painting by one of the old masters hangs side by side with a gaudy poster advertising a dealer

n fish hooks. And everywhere about the palace are cats. The Shah has a specimen of every kind of cat of which he has ever heard, and there is hardly a country that is not represented in the feline army which it is the pleasure of the Persian tuler to maintain.

To take care of this assemblage of cats there is a corps of well paid officials.

The palace of the Emperor of Abyssinia is a Taiyuan very ordinary affair, and is surrounded by buts and other inferior buildings. There is nothing splendid about the palace or its furnishings, and, indeed, it would be considered as quite lacking in everything except size as a residence for an American of moderate means.

· But it is the palace of an Emperor, nevertheless, and of a powerful one.

Shipving..

Cheang Chew, Br. s.s., 1,213, E. Edwards, 25th July,-Singapore oth July, Gen .-- Chi-

Heim, Nor. s.s., 757, A. Eriksen, 25th July,-Bangkok 17th July, Rice.-Yuen Fat

Dailin Maru, Jap. s.s., 900, H. Ohta, 25th July,-Amoy 23rd July, and Swatow 24th, Gen .-- O. S. K. Athenian, Br. s.s., 2,440, S. Robinson, R.N.R.

26th July,-Vancouver, B.C., 26th June, and Shanghai 23rd July, Flour and Gen .--C. P. R. Co. E-Sang, Br. s.s., 1,127, S. J. Payne, 26th July,-

Canton 25th July, Gen.—J., M. & Co. Brand, Nor. 25., 1,517, J. Johannsen, 26th July, -Canton 25th July, Gen. - Order. Kowloon, Ger. s.s., 2,318, H. Stehr, 26th July,

-Canton 26th July, Gen.-S. & Co. Malta, Br. s.s., 3,900, R. A. Peters, 26th July,-Bombay tith July, and Singapore 21st, Mails and Gen.-P. & O. S. N. Co.

Clearances at the Harbour Office.

Childar, for Samarang. Paklat, for Swatow. Esang, for Swatow.

> Departures. July 26.

Promise, for Swatow. Achilles, for Shanghai.

Pagagnetra arrived. Per Cheangthew, from Singapore-152 Chi-

Per Athenian, from Vancouver-Dr. and writers, including Thomas Hardy, Robert Barr, Mrs. L. Keem, and Dr. Chadwick Kew. From Mrs. Flora Annie Steel, etc., etc. have pro. Yokohama-Messrs, L. C. Rees and T. Nuemeda. From Kobe-Messrs, Ivoko and Tang .There are no restrictions as to the length or | Shin Win. From Nagasaki-Capt. Bomsson, pature of the literary work-short stories, Paoli, Carolotte, Castaldi, Anisse and Blazy. From Shanghai-Mr. and Mrs. H. Van Ulm,

and 42 Chinese. Per Rubi, from Manila-Mr. and Mrs. C. A Wood, Marion Wood, Mesurs, E. Voelbrecht, E. V. Platt, Mrs. E. Rees, Messrs. C. M. Ny-Curdy, W., D. Clark, J. H. Gobie, Wm. Muhme, The last day for sending in will not be till Miss Shika, Messrs. R. G. Elliott, N. N. de

Lange, I. Shimoto, F. Dioniso, and 16 Chinese.

Passengers departed. Per Prins Waldemar, for Friedrich Wilhelmshafen-Messrs. G. Mahler, H. Reese, A. Puff, T. Averberg, H. Buschoff, W. Schafenberger, P. Hennecke, C. Petri, B. Steime, Sisters C. Frings, E. Wirts, D. Simoms, W. Neck, L. Lindung, C. Weher, P. Schmitz and V. Steinkiller. For Herbertshohe-6 Chinese. For Matupi-Mr. J. Hama, Mrs. H. Omume, Miss O. Omatsu, and 7 Chinese. For Sydney -Dr. Peet, Lieut. E. Rogers, Mr. F. van Cooth, Mrs. J. Williams and 2 children.

Shipping Report. Str. Heim from Bangkok :-- Wily and SWily wird, strong breeze, with heavy squalls.

Str. Cheang Chew from Singapore :- Strong SW. morsoons and sea, from Padaran into

Vessels in Port.

STEAMERS.

Aldershot, Br. s.s., 1,354, Adam, 5th July,-Canton 5th July, Gen .-- D. & Co., Ld. Beniedi, Br. s.s., 2,508, Potter, 25th-July,-London via Ports toth July, Gen,-G., L.

Borneo, Ger. s.s., 1,344, F. Sembill, 21st July, 3 P.M.
—Sandakan 15th July, Timber.—M. & Co. Catherine Apcar, Br. s.s., 1,730, A. Stewart, 24th July,-Singapore 18th July, Gen.-

D., S. & Co., Ld. China, Am. s.s., 3,186, D. E. Friele, 19th July, -San Francisco 17th June, and Manifa 17th July, Mails and Gen .- P. M. S. S.

Empress of China, Br. s.s., 3,046, R. Archibald R.N.R., 25th July,-Vancouver, B.C., 3rd July, and Shanghai 22nd, Mails and Gen.

Hanoi, Fr. s.s., 738, P. N. Merlees, 24th July, -Haiphong 17th July, and Hoihow 23rd, Pige and Gen.-A. R. M.

Hohenzollern, Ger. s.s., 6,660, O. Kraeft, 30th oth Aug., FI A.M. July,-from Genoa, Ballast.-M. & Co. Kampot, Fr. s.s., 412, Le Bail, 24th July,-Kwanchowwan and Macao 23rd July, Gen,

-Man Fat Kensington, Br. s.s., 2,247, Dower, 22nd July,

Lacries, Br. s.s., 1,341, J. B. Jackson, 20th July, will be at the rate for 4 cents for each balf. Vigilante -Saigon 16th July, Meal and Gen.

Loongsang, Br. s.s., 1,092, G. S. Weigall, 24th July,-Manila 21st July, Gen.-J., M. & Loosok, Ger. s.s.. 1,020, G. Schultzen, 22nd

July, -Bangkok 14th July, Rice, -B. & S. of Russia in the splendor of his palaces, Magallanes, am, s.s., A. Vresabal, 18th July,-Manila .6th July, Sugar.-Order. Emperor has been staying recently, has a park | Mausang, Br. s.s., 1,644, R. Houghton, 31st July,-Sandakan 16th July, Timber and

> Gen.—J., M. & Co. Mercedes, Br. s.s., 3,300, McGregor, 14th July, Weihaiwei 9th July, Ballast.—Order. Netherton, Itr. s.s., 2,755; J. Simpson, 19th July,—Sydney 26th June, Coal.—A., K. &

Rubi, Br. s.s., 1,619, A. H. Notley, 25th July,-Manila 21st July, Gen.-S., T. & Co. Telemachus, Br. s.s., 4,802, J. H. Goodwin, 23rd July,-Tacoma, U.S.A. via Japan 3rd June, Gen,-B. & S. Vandalla, Ger. s.s., 4,179, H. Hause, 15th July,

-Singapore 18th July, Gen.-H. A. L. Wongkoi, Ger. s.s., 1,170, W. Reher, 31st July, -Bangkok via Swatow soth July, Rice and Gen .- B. & S. SAILING VRAMELS.

Kenilworth, Am. ship, 2,176, Colley, 22nd July, -from Manila, Ballast,-Master,

Steamers Expected. Vessels Agents Ambria Singapore . H. A. L., Rhenania

I. C. J. L... July 29 Tjipanas... Namsang Singapore M. & Colluly 30 Macassar. J. C. J. L. July 30 Japan B. & S. ... July 31 arge building, built like a Swiss chalet, with a. P. Sigismund ... Sydney ... M. & Co., July 3t. Scharnhorst ... Japan M. & Co... Aug. P. E. Friedrich Colombo ... M. & Co ... lug. Arabia Japan P. & A. Co 'ug. 2 Emp. of India. Vancouver, C. P. R. Co Aug. 14 Ras Dara ... New York. S., T. & Co Aug. 21 Aragonia Portland ... P. & A. Co Aug. 22

> Hongkong & Whampos Dock Returns. Magallanes at Kowloon Humber..... H.M.S. Janus Poschan.....

> > Ships Passed The Canal.

Kenilworth

Ontward-13th June - Den of Crombie. 17th June-Liberia, Grafton, Fatroclus, Verdande, Keemun, Fengtien. 21st June-Southgrove. 24th June-Malacca, 30th June-Wittekind Agincourt, 4th July-Oceano, Bornexchange, Atholl, Rhenania, Stuttgart, Pyrrhus, Korana. 7th July-Merionethshire, Antenor, Machaon, Candia, Glenroy. 12th July-Pring Bitel Friedrich. 14th July-Armand Behic, Orestes, Indrasamba, Ochack, Ulyssis 19th July-Barotse, Bengloe, Freya, Pocahontas.

. Homeward-14th July-Kintuck, Zieten. 19th July—Bantu

Arrivals at Home—14th June—Kuisow. 17th June - Acamemnoa. 21th June - Teenkai, Artemisia. 27th June-Jason, Pera. 30th June -Schuylkill, Trieste, Errest Simons, Slavonia. 4th July-Roon, Nassovia 7th July-Lowther Castle. 12th July-Lacries, Benvenue, Tydeus, Dardanus, Diomed. 14th July-Boyern, Hudson, Benalder, Polynesten. 19th July-Segovia, Indrani. 25th July-Ceylon, Dencation, Preussen, Sagami, Suevia, Abergeldle, Whampoa, Fallodon Hall, Socotra, Poona.

Jost

A Mail will close tor : -

Bangkok-Per Wongkoi, 27th July, 9 A.M. Macao-Per-Heungshan, 27th July, 1.15 P.M. Swatow, Chefoo and Tientsin-Per Brang, 27th July, 2 P.M.

Shanghai-Per Eiger, 27th July, 3 P.M. Swatow, Amov and Foochow-Per Emma Luyken, 27th July, 5 P.M.

Haiphong -Per Handl, 28th July, 9 A.M. Shanghai, Nagasaki, Kobe, Yokobama, Honolula and San Francisco-Per China, 28th

Swatow, Wei-hai-wei, Chefoo and Tientsin -Per Kansu, 28th July, 11 AM. Macao-Per Houngsham, 28 h July, 1.15 P.M. Shanghai-Per Kwongsang, 28th July, 3 P.M.

Kudat and Sandakan-Per Bornen, 29th July, 8 A.M. Manila-Per Rubl, 29th July, 10 A M.

Europe &c. Jul'a, pla Tuticoria 1. Chusan, 29th July, 11 A.M. Macao -Fer Heungshan, 19th July, 1.15 P ". Ningpo and Shanghai-Per Tientoin, 29th

July, 5 P.M. Macao-Per Heungshan, 31st July, 1.15 P.M. Amoy, Straits and Rangoon -Per Zalda, 31st July, 5 P.M.

Manila-Per Taming, 1st & ug., 3 P.M. Blunglini, Nagasaki, Ethe, Vokohama Wie aria and Vapcouver, P.C .- Per Empress of

China, and Aug., to A.M. Batavia, Samarang, Sourabaya and Macassar -Per Tipanas, and Aug., 10:A.M.

Europe, &c., India, vla Tuticorin l'e Scharnhorst, and Aug., 11 A.M. Singapore, Sourabaya and Samarang-Per

Hopsang, and Aug., 2 P.M. Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand,

and Aug., 3 P.M. Cebu and Itoilo-Per Sungkiang, 2nd Aug.,

Sandakan-Per Mautang, 3rd Aug.; 2 P.M. Kudat and Sandakan-Per Mausang, 3rd Aug., 2 P.M.

Shanghai, Moji, Kobe and Yokohama-Per Rogor, 4th Aug., 11 A.M. Manila-Per Zoffro, 5th Aug., 11 A.M.

Moli, Kobe, Yokohama, Victoria, B.C., and Tacoma, Wash .- Per Tremont, 8th Aug., Singapore, Penang and Calcutta - Per

Namiane, 8th Aug., II A M. Shanghai, Nagasaki, Kobe, Yokohamas Victoria and Vancouver, B.C .- Per Askeniam Protée ... Frederich, Wilhelmshafen, Herbertshohe, Sabre

Per Prins Sigismund, 22nd Aug., 11 A.M. On and after 5th July, 1905, the rate -Salina Cruz 19th June, Ballast, -C. C. S. of postage on letters from Hongkong and the British. Postal Agencies in China to Australia

hounce instead of so cents as at present. The rate of postage on letters from Australia Lisa, Swed. s.s., 1,577, H. Horndahl, 21st July, 1 to Hongkong and the British Postal Agencies -Kobe 17th July, Gen,-Shun Tai S. N. in China will be reduced from 2 d. to 2d. for each half ounce.

H, WEDNESDAY, JU	LY 26, 190	5.			7	
Mails for Canton, Samshul, Wuchow	PE	AK.	CHINA COAST METR	OROLOGICAL	. REGISTI	E
and Macao will be cloved on week days at 7.30	Aucott, E. F.	King, Dr. and Mrs.		, 1905, a.m.		
every morning. On Sundays the mail for	Beattle, A.	Louder, Mr.				
Macao will be closed at 8 a.m., and that for	Reattie, M. P.	Macdonald, Mr/		Bar. Th. Ho	wing v	M.
Canton at 9 a.m.	Bornand, Mr. and Mrs.	Martin, R.	/ladivostock. 7 a.m.			
Mails for Namiao, Sanbue, Kongmoon,	Bourcheir, Mr. or Mrs.	Meice, Mr. and Mrs. G.	'emuro 6 a.m	0.00(3)		
Kumchuk, Samshui, Wuchow and Canton every evening at 5 p.m. On Sundays the mails	Brown We fe Mee D.F.	Mitchell, R. Moxon, Mr. and Mrs.	Inkodate			_
will be closed at 9 a.m.	Clothier, A. N.	Herbert	l'okio			_
No mail will be closed for Canton on Satur-	Cocks, Mr. & Mrs. A. E.		Jochi			
day evening.	Darling, Col.		'lagasaki			_
	Dixon, Mr.		Kagoshima		- - -	_
VISITORS AT THE HOTELS.	Edwards, Mr. and Mrs.	Parry, Major	Ishima ,,		. —	-
	Gales, Capt.	Paxton, Capt. H. W.	Vaha	-M		
HONGKONG.	Hallingworth, Mr. and		l higakijima , Taihoku 5 a.m.:			_
Baker, A. S. Matsudaira, I.	Mrs.	Piggott, Mr. and Mrs.	14 . A A		8 3 -	
Bingham, Mr. & Mrs. Meikle, Mr. and Mrs.	Harker, B. Brotherton Hassan, Mr. and Mrs.	Police, R.C., Mr.	M 1	19.50 — —	8 8	
	Haynes, Col.	Sawer, Capt. and Mrs.		19.00	8 6 -	-
	Hazeland, F. A.		l'escadores	19.51	8 8 -	_
Birbeck, R. J. Merlees, Mrs.	Heisgaun, A.	Stadt, Mr. and Mrs.	Veibaiwei o a.m			_
Bissell, W. S. Millard, T. F.	lott, Mr. and Mrs.	_	Gutalaff	19 46 85 83	88W 3 C	Y
Bisney, 8, Miller, P. L.	F. Taget	Stokes, Mr.	Sharp Peak	19.52 85 83	85W 2	ò
Blair, D. K. Mills, S. R.	Hindekofet, Mr. & Mrs.	Thomas, Mr.	Amoy 6.30 a.	10.52 00 07	SW I	1
Bonner, E. A. Moon, Mr. & Mrs. F. M.	Hudig, D. Jeffries, H. U.	Uffel, W. von	Capton 9 a.m.	20.44 86 84	MER 3	b
Brighton, F. G. Moore, Dr. W. B. A.		Vandin, Gordon Vereker, Capt. and		20.40 82 80	- 0	0
Broughall, L. Morrison, Mrs. Bunner, Mr. and Mrs. Murray, E. H.	Joseph, Mr. and Mrs.	Mrs.	Victoria Peak		M I -	_
W. C. Murray, P. C.	Kaye, Major and Mrs.		Gap Rock	29.47	NW 2 -	
Carter, W. L. Nagatomi, Y. K.	Kelsall, Major & Mrs.		Macao	29.33 88 -	8 1	0
Chambers, Mr. & Mrs. Newington, A. G.			uniphong			
H. K. Offord, Mrs. Patey E.	Dann, G. H.	Nicholls, E. A.	Manila	29.80 81 85		0
Clark, Hon. Dr. Francis Oliffe, O. C.	Prost, B. L.	Russell, Mrs.	Breolod 9 a.m.	0.00	'SW I	D
Clark, Mr. and Mrs. A. Packer, B. L.	Gaskell, Mr. and Mrs.	Smith, E. Grant	Cebu	20.85 84 -	W5W 2	P
R. G. Pan, Mr. F. N. Le	Gibbons, J. B.	Smith, Mr. and Mrs.	C. St. James. toa.m.	_ 04 _	8 2	-
Clark, T. Parlitt, W.	Hogg, Mrs.	Grant		3		
clegg, R.N., Eng. Lt. Peake, W. and Mrs. H. I. Perkins, Mr. and Mrs.	Kapteyn, B. D.	Webb, Mr. and Mrs.	July 26th	n, 1905, a.m		
Cunningham, G. T. L.	Lyons, F. Fr.	Montague	,,	of Appl min	1 9	
Davies, F. O. Platt, E. A.	Marchant, Capt. and		Vladivostock. 7 a.m.	_ _ _		
Deacon, F. B. Radersma, D.	Mrs. and children	Young, J. Ashton	Vemuro 6 a.m.			
Delacour, Mr. and Mrs. Roach, Mrs. J. S. and	McPherson, J. L.		Hakodate ,			_
A. child	Occid		Tokio			*
Doolittle, F. H. Roberts, Mrs. E.	Albert, B. E.	King, Mr. and Mrs. J.	Kochi			_
Douglas, Capt. & Mrs. 1. Pochet, L.	Anderson, G.	W.	Nagasaki		-	_
Downing, Mr. T. C. Rosenthal, S.	Avenberg, Tho.	Krill, G.	Kagoshima "	- - -		-
Fletcher, H. Scott, A. O. Serebrenikaw, S. A.	Arp, H. Bertels, Tho.	Lowe, Mr. and Mrs. Lowe, Miss Siesie	Oshima			_
Grant, A. W. Skinn, A. J.	Chandler, Lieut., Army		labicatellina			_
Griscom, valet and Skott, C.	Educ " Dept "	and child	Taihoku 5 a.m.	20.48 — —		
Japanese maid Snewin, E. A.	Dommik, B.	Möller, H.	Taichu	29 50	- 0	_
Grone, Dr. F. Stanley, H. H.	Erkert, R.	Munro, Miss A.	Tainan	29.52	B 6 -	<u></u>
Hall, Capt. T. Stein, A. L.	Fisher, R.	Ohme, A.		29 57	SR 4 -	_
Haines, C. V. Stewart, W. M.	Gilibert, C.	Owen, O. E.	Pescadores	29 44 — —	8E 10 -	-
Harding, R. Strachan, Miss Q.	Grotenberan, Capt. H.	Perkins, A. H.	Weihaiwei 9 a.m.		·	
Haslett, H. J. Taylor, E. A.	Hales, G. L.	Scharnberg, H. Sheel, Robt. H.	Gutzlaff	20 5 1 8 2 20		
Histop, R. C. Thompson, M. L. Hurst, R.W., Engineer- Thornborrow, J.	Harms, F. Hochne, Dr. Med.	Vojacek, R.	1 4 77	29.51 85 79		0
Hurst, R.W., Engineer- Thornborrow, J. Capt. & Trimnell, W. D.	Keyt; Dr. H.	A sellurated to	Swatow 9 a.m.			0
innes, Capt. R. Ulm, Mr. and Mrs. H.			Canton			_
Kempf, H. H. Van	Kowi		Hongkong loa.m.	29.41 87 70	W. 1	0
Kerr, F. Unbehaun, C. H.	Evans, Mr. and Mrs		Victoria Penk		W 2	_
Laing, A. H. Vickers, R. C.	0 4 11 D 69 6	Price, Capt. and Mrs. O. L.	Gap Rock "	20.42	W 4 -	_
Large, H. J. C. Watkins, Miss E.	Hall, J. S. Kendall, J. H.	Reed, Thos.	Macao	29.27 89 -	MM I	0
Lewis, A. R. Whitiow, A. W.	Transact J. Co.	n in the second	Haiphong			-
Lewis, L. S. Windsor, J. B.		July as at July as at	Manila	29.80 86 65	28M 1	0
Luckie, A. R. Wood, Miss R. B.	Lammerer	- 10 s.m. 4 p.m.	Bacolodg a.m.	20.87 84	- 17	C

C. St. James, roa.m. -

mmerninte december

dunidity Bo

	HIS BRITANNIO	MAJEST	Y'B S	SHIPS OF	N THE CHINA STATION.	
NAME.	CLASS	Tons. G	פאט	I.H.P.	CAPTAIN.	LAST REPORTED A
January 1	despatch-vessel	1 200		3,000	Commander Harbord	Weihaiwei
Incrity	11	11,000	16	10,500	Captain R. Nelson Ommanney	Weihaiwei
ndromeda		*	72	7,000	Times Communication D. El II-lian	1
run	torpedo boat destroyer	550	10	7,000	Cantain Linnal C. Trainall	
straca		4,365	TO		Cantain W U Taylorea	Aug . then to t
longventure		4,360	7	7,000	Commander ii. du C. Luard	Weightwei
admus		1,070	<u> </u>	1,400	Communication of Francisco	
herub in in in		390	7	300	Commander H. D. Wilkin, D.S.O	Hongkong
lio in pressu		1,070	.0	1,400	Commander H. D. Wilkin, D.S.O.	
ladem		000,11	16	16,500	Captain H. W. Savory	
de at			9	7,000	Lieut, Commander H. E. Sulivan	
ិរោ ខ ុក ក <i>្</i> កា ក		550 / 560 /	0	7,000	Lieut-Commander Bather	
Ettrick	., torpedo boat destroyer'	550	0	7,000	Lieut. Commander Lewin	
xe	torpedo boat destroyer	550	6	7,000	Commander A. F. Everett	
ame	torpedo bost destroyer	306	6	5,700	Lieut, Commander Stevenson	Weihniwei
itary *	battleship, 15t class	12,050	16 j	13,500	Captain Hon, Stopford	en route Hongko
landy	Lorundo hast destroyer		6	4,000	Lieut. Commander J. May	B 2 2 1 4 2 2 2
lart	tarrada basi dasimusa	275	6	4,000	Lieut. Commander Richards	Property and the second
Lasta	enecial service tornedo.u.i.i		-	2,400	Captain E. F. B. Charlton	P 4 0 - 14 - 1
	deninar retaine	12,000	14	21,000	Captain Shortland	Weihniwei
shinesia	cenicar and class	3,600	8	7,000	Captain William B. Fawckner	1 B 4 9 - 11 - 1 - 1 - 1
	Towns do host destroyer	• •	6	7,000	Y last Commander C Commany	9 0 0 - 19 1 1
tchen	termede heat destroyer	550 280	6	3,000	Lieut. Commander C. Seymour Lieut. Commander W. H. Darwall	Hongkong
កធារ	4 7			1,700	Lieut. Commander E. V. F. R. Dugmon	
insba		85	4	800	The second of th	and the second s
loorhen		180	- 2	_	Tient Commender V William	
itter		350	9	- 6,300	LieutCommander J. Kiddle	
inmbler		835	0	050	Commander C. E. Monro	Surveying
lobin		85 85	3	240	Lieut, Commander Robert E. Vaughan	Hongkong
andpiper	river gunboat	1 4	2	340	Lieut. Commander H. T. Atlay	
irius ,,,	, cruiser, and class		8	7,000	Captain C. H. H. Moore	
nipe	riyer gunboat	. 85	2	240	Lieut. Commander Davidson	Vangtsze
aku	I to wade book dealers and	250	6	6,500	In reserve	Hongkong
utlej	l'applean retalises	12,000	14 🚶	. 21,000	Captain W. L. Grant	Hongkong
amar	- maniping abin	1600	6	1 ,5	Commodore Dicken	Hongkong
eal		120	2	800	LieutCommander E. Secretan	Yangtsze
irago		200	6	6,300	Lieut. Commander Gregory	Weihaiwei
Hardware Lands	anners and a state		- 4	450	Commander R. W. Glennie	Surveying
17 L. 141	tornedo bont destroyer		6	5,900.	Lieut. Commander C. E. L. Thomas	Weihaiwei
Windows	Y Sugar Zarakana		2	800	LieutCommander G. B. Spicer-Simson	
		150	9	550	Lieut. Commander Hugh Somerville	Yangtsze
N'nodcock	river gunboat			550	Lieut. Commander Juo. F. Knox	
Voodlark	. river gunboat	150	•	,,,,,	The state of the s	t emitered
		, ,	i			
	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		' [•		. ¥

^{*} Play of Admiral Sir Gerard U. Noel, Commander-in-Chief

Wood, H.

Wood, M. B

Wright, Mr. and Mrs.

Luttring hans, 17.

Macdonald, D.

Marriott, Dr. O.

Matsda, K.

FRENCH MEN-OF-WAR ON THE CHINA STATION. H: P. COMMANDING OFFICERS. Tons. LAST REPORTED AT NAME. FLAG AND DESCRIPTION. GUNS. armoured gunboat ... 1,796 Lieut Ferret ... Acheron 10 1,700 Lieut. Jeannei river gunboat Haiphong Avalanche ... 150 river gunboat Saizon Baionnette river guabout Lieut. Hue Saigon river gunboat Caronade 401 001 Casse-tête river gunboat 400 001 Lieut. Merveilleux du Vignaux Gulf of Siam Comète ... gunboat Captain Allaire... Baig d'Along 9,500 Melhourne, Adelaide and Perth - Per Taiyuan, D'Assas 31 armoured craiser Lieutenant L'Eost Haiphong gunboat 10 Décidée Commander Amet 14 Descartes Cruiser... Lieut. Mère river gunboat Lieut, Cotoni ... destroyer Haiphong " Lieut. Jehenne -Baie d'Along protected cruiser -... Guichen + Baie d'Along, ... armoured cruiser 20,200 Henri Rivière ... river gunboat Lieut. Corloner Haiphone river gunboat 200 Incquip Commander Sagot-Duvauroux Haiphong destroyer Commander Simon Kersaint 2,200 cruiser... Armbruster Saigon sub-maripe... ... Capt. Duval Montcalm* ... armoured cruiser 6,500 Lieux Prat Bale d'Along Mousquet ... destroyer. Lieut, Grellier river gunboat Tongku . Lieut Lavissière zunboat *** '*** Lient, de Reinsch-Wenh Baie d'Along 6,300 Pistolet destroyer Lieut, Glorieux sub-marine... ... Commodre C. P. M. Poidloile Redoutable battleship, reserve ... Lieut, Lebail Haiphong destroyer Capt Duprier armoured gunboat ... Matupi, Brisbane, Sydney and Melbourne- Styx *** 100 000 000 Bais d'Along Capt. Guiberteau ... 20,000 10,014 armoured cruiser Sully Lieut. Roque in the see to Baie d'Along Surprise gunboat Upper Yangtee river gunboat Takiang Capt, Terquein... destroyer Saigon 4,560 Hopgay Vauban ,,, ,,, 6,150 23 battleship, reserve ... Lieut, Bragnon Canton river gunboat

* Flagship of Vice-Admiral Bayle, Commander-in-Chief. Plagabip of Rear-Admiral de Pauque de Jonquières, Second-in-Command. L. S. LEWIS,

Cargo also booked for principal places in f guaranteed free from Salicylic Acid, and any other Chemicals. Next sailings will be as follows :-PRICE \$10.50 per case of 48 bottles (quaits) or 6 doz. piuts, S.S. SYDNEY 22nd August. S.S. ARMAND BEHIC ... 5th September. S.S. ERNEST SIMONS ... 19th September. G. DE CHAMPEAUX, Hongkong, toth january, 1003. Agent. Hongkong, 25th July, 1905. NORTHERN PACIFIC LINE. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY. \$4.50 per Cask 375 lbs. net ex Factory. \$2.70 per Bag 250 ibs. net ex Factory. Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY. PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, ÝΙΑ MOJI, KOBE AND YOKOHAMA. Captain. Tremont 9,606 T. W. Garlick.. At. Aug. 8 Hyades*..... 3,753 Geo. Wright... , Aug. 16 V. Lyra 1...... 4,417 G. V. Williams , Sept. 15.

Pleiades | ... 3,753 F.G. Purington Shawmut ... 9,606 E. V. Roberts ----Steamer marked (*) have no second-class' passenger accommodation.

FOR SALE. NCANDE-Gasoline, Lamps of all descriptions from the best makers. · Incandescent Mantles, Chimneys, Globes, Shades, &c., for 1 Cargo only. Gasoline and Gas Lamps CHEAP FARES, EXCELLENT ACCOMMODATION, at the most ATTENDANCE AND CUISINE, ELECTRIC moderate LIGHT, DOCTOR AND STEWARDESS. prices. The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation Lamps fixed for first and second class passengers. The up for Buyers large size of these vessels ensures steadiness at sea. Electric fan in each room. free of charge. Barber's shop and steam-laundry. Cargo the best kind carried in cold storage. kept in stock. For further Information, apply to TAI RWONG CO., DODWELL & CO., LIMITED, General Agents. 56, Lyndhurst Terrace Queen's Buildings. Hongkong, 21st July, 1905. Hongkong, 16th November, 1904.

ESTABLISHED 1859.

FURNITURE, GENERAL HOUSEHOLD REQUISITES.

Telephone 256. AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION, Hongkong, 16th May, 1901.

CHADE OHOTATIONS

To Let.			S	HAR	E QUO	TATION	5.	1	
TO LET. TOS. 17 and 29, WONG-NEI-CHONG	Supplied by Messrs. Benja	MIN, KELL	y & Pot	rs. Con	ected to noon;	later alterations g	iven under "Commercial Intelligence," pa	APROXIMATE	
A BUILDING at CAUSEWAY BAY, at	STOCKS.	NO. OF. SHARES.	VALUE.	PAID UP.	POSITION AS PE	AT WORKING ACCOUNT.	LAST DIVIDEND.	PRESENT PRESENT QUOTATION,	QUOTATIONS.
Laundry Co., Ltd. No. 1, RIPON TERRACE.	BANKS.				((.1,000,000)		(Div. of £1.10/- and bonus of £1 @-ex-)		(5915
All harden a land of the second of the secon	Hongkong & Shanghai Banking Corporation		\$125	\$125	\$8,000,000 \$250,000	\$1,493,408 	change 1/11 9/16=\$25.46 for second } half-year 1904 S2 (London 2/6) for 1902	•	Lundon £90
GODOWNS: PRAYA EAST.	National Bank of China, Limited	99,925	£7	£5	\$200,000 \$1,400,000 }	\$41,768	\$2 (London 3/6) for 1903		\$38 buyers
	Canton Insurance Office, Limited	10,000	\$250	\$50	81,7395	\$150,494	\$17 for 1903	5 1 %	\$325 buyers
MENT & AGENCY CO., LD. Hongkong, 25th July, 1905. 169	China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$950,000 \$151,902 \$362,366	Nil.	\$41 for year ended 30.4.1904	61 %	\$73 sales
IU LEI.		, ,	£15	£5	Tis. 800,000	Tls. 217,119	Interim of 7/6 1904	8 %	Tls. 82
THE HONGKONG LAND INVEST	North China Insurance Company, Limited	· .		-1-	\$1,850,000 £20,000	Sa on Page		4	
MENT & AGENCY CO., LD. Hongkong, 19th July, 1905. [755]	Union Insurance Lociety of Canton, Limited	10,000	\$250	\$100	\$372.749 \ \$893 110 \ \$846.773	\$2,078,997	\$35 for 1903	, ,	\$725
ODOWN No. 3, NEW PRAYA, Kennedy	Yangtsze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,794 \$1,000,000	\$486,284	\$12 and \$3 special dividend for 1903	81 %	Styzi
Apply to—	China Fire Insurance Company, Limited	20,000	\$100	\$20	\$218,093		\$6 dividend & \$1 bonus for 1903	190	\$85 sales
MENT & AGENCY CO. LD.	Hongkong Fire Insurance Company, Limited		· \$250	\$50	\$1,200,505	\$360,372 \$8,832	\$1 for 1904	*	\$305
" see and the see a second	China and Manila Steamship Company, Limited Douglas Steamship Company, Limited		\$25 \$50	\$25 \$50	\$185,000	Nil,	\$2 for year ended 30.6.1904		\$35
WITH IMMEDIATE POSSESSION.	Hongkong, Canton & Macao Steamboat Co., Ld		\$15	- Sig	\$250,000 \$600,000 \$158,444	\$26,160	\$1 for second half-year 1904	91 %	\$26
Apply to— H. N. MODY.	Indo-China Steam Navigation Company, Limited	f0,000	£10	· . £10	£241,150 £3 999	£4,435	12/- @ 1/10 = \$6.29.51 for 1904	64 %	193 buyers Tis. 60 buyers
Hongkong, 4th May, 1905. [527]	Shanghai Tug and Lighter Company, Limited (Preference)		71s. 50	r)e, 50	F-11	Tls. 43,762 £58,852	Tis. 21 final making Tis. 41 for 1904 Tis. 12 final making Tis. 31 for 1904 Interim of 1/- (Coupon No. 5) for 1904	7 2	Tis. 50 buyers Tis. 50 sellers 21/- sellers
SHOP, No. 14, QUEEN'S ROAD, CEN-	"Shell" Transport and Trading Company, Limited "Star" Ferry Company, Limited	\$ 10,000	\$10 \$10	\$10	\$65,000}		{\$1.80} for year ending 30.4.1905	{ 51 %	\$34 sellers \$26 sellers
First Floor, No. 12, QUEEN'S ROAD,	Straits Steamship Company, Limited		1100	\$100	\$400,000 \$ 21.075 \$130,153	\$21,231	\$10 for 1904	7 %	\$142
Second Floor, Nos. 12 and 14, QUEEN'S ROAD, CENTRAL.	Taku Tug and Lighter Company, 1 imited		7 ls. 50	T.Tls. 50	∫ Tis. 126,000 }	Tls. 6,190	Final of Tis. 12 making Tis. 32 for 1904	1	Tls. 28 buyers
Apply to— S. BISNEY, Hongkong Hotel.	REFINERIES. China Sugar Refining Company, Limited Luzon Sugar Refining Company, Limited	20,000 7,000	\$100 \$100	\$100	\$450,000 none	\$42,812 Dr. \$85,987 Tls. 1,635	Final of \$15 making \$20 for 1904	nii e gar e	\$215 buyers. \$29 sellers Tis. 68 sales
Hungkong, 8th June, 1905. [639]	Perak Sugar Cultivation Company, Limited	-17,000	7 is. 50	Tis. 50	11 ls. 100,000 £40,000	£7,820	Interim of s/ (No. 4)	13 %	Tis. 74 G. \$17 ex div.
CEMI-DETACHED VILLAS, Two, in	Oriental Consolidated Mining Company, Limited Paub Australian Gold Mining Company, Limited	50,000 150,000	G Sto	G. \$10 18/10	none £4.873	G \$672,093 Dr. £4,029	No. 12 of 1/-=48 cents		\$5
Bright and Airy Rooms. GAS and Electric Bright and on. Commanding fine view of the	Societé Française des Charbonnages du Tonkin	.16,000	Frs. 250	Frs. 250	Ania Balana	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903		\$470
Harbour. Reats very moderate.	Parnham, (S. C.) Boyd & Co., Limited	55,200		TI5,-100	Tis. 1,000,000		Final of Tls. 8 making Tis. 13 for 1904/9 [\$3.75 for 1904	···· 14 %·	Tls. 140 \$27 \$25
Apply to— H. RUTTONJEE, No. 5, D'Aguilar Street,	Fenwick (Gen.) & Co., Limited	12,000	525	•	\$70,000 \$58,423 \$10,000	*	Interim of \$21 for 1905		597 ex div.
37 and 38, Elgin Road, Kowloon. Hongkong, 5th June, 1905. [627	Hongkong & Kowloon Wharf and Codown; Co., Ld.		\$50	550	\$300,000 \$250,000 \$12,500		\$6 dividend and \$1 bonus for and half	,	\$197 scilers
For Sale.	Hongkong and Whampon Dock Company, Ld Howarth Erskine, Limited	17,000	\$100	\$100 \$20	\$60,000 \$55,500	100	\$10 div. & \$5 bonus for year end. 30/6/0	4 51 %	S270 sellers
,	New Amoy Dock Company, Limited	" p'000 k	\$61	\$100	\$150,000	\$47,936	{\$10 dividend \$2} bonus for 1903	{ 61 %	\$250 sellers \$111
TUBORG BEER.	Shanghai and Hongkew Wharf Company	32,000	Tis. 100	1 .	Tis. 487,210 Tis. 59,880 \$2,100,000	1206,645	Final of Tis. 6 making Tis. 10 for 1904 S20-for 2nd half year making \$26 for 19	04 64 %	Tis. 1922 sellers \$180 sales
A FIRST Class PILSENER BEER of guaranteed free from Salicylic Acid, and any other Chemicals.	Yangtere Wharf and Godown Company, Limited	2,500	\$100 Tis, 100	Tis, 100	Tls. 17,500	Tls. 2,762 \$9,989	Tis. 18 for 1904	.97 76	Tis. 190 sellers
PRICE \$10.50 per case of 48 bottles (quaits) or 6 dos. pints.	Astor House Hotel Company, Limited (Shanghal) Astor House Hotel, Limited (Tientsin)	2,000		525 n T.Tls, 50 \$12 7	Tis, 34,000		Final of Tis. 5 making Tis. 9	61 %	Tis. 135 sales • \$18 sales
Special Prices for Quantities. Sole Agents:—	Do. (Founders')	123	\$15 \$15 \$15	\$12 578	\$20,000		Preferential of 7 per cent for 1904	7, %	
SIEMSSEN & CO. Hongkong, 10th January, 1003. [57]	Hongkong Hotel Company, Limited		\$50	\$50	\$100,000		S5 for second half-year making \$10 for 1 Final of \$6 making \$12 for 1904	,	\$142 buyers \$120 sales
GREEN ISLAND CEMENT COMPANY,	Hongkong Land Investment and Agency Co., Ld Hotel des Colonies Company, Limited (Shanghai) Hotel Metropole Company, Limited	9,000	\$100 Tls.: 25		\$250,000 Tis, 20,986	TIS. 7.202	Tls. 21 for the year ending 31.3.1905 Interim of \$4	141 %	Tis. 174 \$105
LIMITED.	Humphreys Estate & Finance Company, Limited .	150,000	1	\$10	\$200,094 \$50,000		90 cents for 1904		\$124 \$40 sellers
PORTLAND CEMENT.	Kowloon Land and Building Company, Limited Shanghai Land Investment Company, Limited		\$50 Tls. 40	530 Tis. 50	Tis. 828,813		Interim of Tls. 3 for 1905	6 1 %	
\$2.70 per Cask 375 lbs. net ex Factory. \$2.70 per Bag 250 lbs. net ex Factory.	Tientsin Hotel des Colonies, Limited	1,400	Tis. so	***	none	Tls. 725	Final of Tls. 4 making Tls. 7 for 1904.		Tis, 45 ex div. Tis, 1174 buyers
SHEWAN, TOMES & Co., General Managers.	Wei-hai-wei Land and Building Company, Limited. West Point Building Company, Limited COTTON MILLS.	3,764. 12,500	11 ' '	Tls. 25	none	\$1,247	Final of \$1.70 making \$3.20 for 1904 .	6 %	PRIL
R Hongkong, 7th March, 1905. [50	Ewo Cotton Spinning and Weaving Company, Ld., Hongkong Cotton Spinning, Weaving and Dyeing	El war own	Tis. 50			Tis, 11,655 \$22,862			Tis, 50 sales \$16\ \text{sellers}
FOR SALE.	International Cotton Manufacturing Company, Ld.	10,000	Tls. 75	Tls. 75	{ Tis. 50,000 Tis. 35,227	The second secon	Interim of 3 % a/c 1898		Tis. 45 buyers
Gasoline,	Laou-kung-mow Cotton Spinning & Weaving Co., Le Soy Chee Cotton Spinning Company, Limited	d. 8,000 2,000	Tis. to	Tis. 100	none	Tis. 22,050	4 % for 1897	•••	Tls. 56 sales Tls. 200 buyers
8 descriptions from the best	Alhambra, Limited	17,500		\$10	* *****	Dr. P. 2,584	First year		\$9\fractions Tis. 68 sales
makers, incandescent	The state of the s	•		100	Tis. 25,000		First year		Sri8 sales
Mantles, Chimneys, Globes, Sha-	Campbell, Moore & Co., Limited	8,604	\$100 12/6 \$10	\$10		£770	1/3 per share for 1904	12 %	\$6\ ex d. buyers \$36 \$11\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\
des, &c., for Gasoline and	China-Borneo Company, Limited	60,000 4,000	\$12 Tls. 50	Tls. 50	Tis. 30,000	Tls. 718	None	8 %	Tls. 75 ex div.
at the most	China Provident Loan & Mortgage Company, Ld.	100,000	\$10	\$10	\$8,0000	\$2.706	\$12 for year ending 31.7.1903 \$5 div. and \$21 bonus for 1903		\$17 sellers
prices. Lamps fixed	Green Island Cement Company, Limited	150,000	.E \$50 \$10	\$10	\$ \$112,500 \$400,000 \$500,000	\$95,054		71 %	526
te up for Buyers free of charge.	Hall & Holtz, Limited	(4)	\$20 £10		f far and	£8,188	£1 div. and 2/- bonus for 1904	7 %	\$170 buyers
the best kind	I Hongkong High-Level Tramways Company, Ld	1,250	\$10	\$5	none	\$2,151	\$15 for year ending 30:11.1904	7 %	\$10 ex div.
D, TAI RWONG CO.,	Hongkong Ice Company, Limited	5,000	\$100 \$25 \$50	\$25 \$50	\$60,000 \$60,000	\$5,356 \$11,137 \$200	Final of \$13 making \$17 for 1904 \$10 for 1904	7 %	\$2421 sellers \$152 buyers \$15
56, Lyndhurst Terrace [8] Hongkong, 16th November, 1904. [54]	Lane, Crawford & Co., Limited (Shanghai)	2,500	210	\$100	none .	\$3,400 \$21,582	Interim of \$5	71 %	\$135 buyers \$145 sales
7 0 00	Mantschappij tot Mijn., Bosch en L. dbouwex- ploitatic in Langkat, Limited	25,000	Gs. 10	Gs. 100	Tls. 528,210	5	\$2 for year ended 31.10.1904	9 %	Tis. 190 buyers \$25 Tis. 25
L & CU.	Mondon, (E. L.) Limited Moutrie (S.) & Company, Limited	4,000	Tis. 50	TIs. 50		Dr. Tls. 117,638	Tis. 5 for 1902 Scribe year ending	83	\$54 sales
LISHED 1859.	Shanghai & Hongkong Dyeing and Cleaning Co., L. Shanghai Gas Company, Limited	d 1,200	\$50		None Tis. 145,000	Dr. \$5,537	None	in the	\$50 Tls. 120 ex div.
DEPOT	Shanghai Horse Bazaar Company, Limited	5,400 4,500	TIS. 5	o Fls. 50	Tls. 108,172	Tls. 10,247 Tls. 6,968	Tls. 5 for 1903 Interim of Tls. 6 for 1905	6 %	Tls. 80 sales Tls. 160 ex div.
FOR	Shanghai Waterworks Company, Limited	7,200	£20	£20 \$50	Tis. 170,000 \$20,000	\$1.760	Sol for year ended 31.7.1904	74.7	\$214
EASTMAN'S	Steam Laundry Company, Limited	5,00	5 5	\$ 5	none none	\$3,644	{60 cents for year ended 31.5.04	7 %	\$71 buyers
KODAKS RUMS	Straits Ice Company, Limited Straits Trading Company, Limited	250,000	\$100		\$750,000	\$84,813	{\$1 div. and 35 cents bonus for half year	· 64 %	
KODAKS, FILMS,	Tientsin Native City Waterworks Company, Ld Lientsin Waterworks Company, Limited	2,000		7.71s. 10	none	Tls. 1,012	Final of Tis, 41 making Tis. 81 for 190	1/5 7 %	7.Tls. 120
AND	United Asbestos Oriental Agency, Limited	9,900	\$10 \$10	54	\$20,020	\$480		161 2	Sol sellers Siso buyers Sig buyers
ACCESSORIES.	William Powell, Limited	12,000	\$10	510	\$25,000 \$25,000	\$588	Interim of 50 cents for year 1904/1905	, pol X	A TOTAL CONTRACTOR TOTAL
ROMPT and CAREFUL ATTENTION.	Printed and Published	by Jose P	EDRO BI	AGA, for t	he Hongkong Teles Read, is the G	legraph Company, ity of Victoria. Ho	Limited, at the Printing Office of the Comp	1071 A 4 4 4 4	